

CALIFORNIA COASTAL COMMISSION

45 FREMONT STREET, SUITE 2000
SAN FRANCISCO, CA 94105-2219
VOICE AND TDD (415) 904-5200



W 8b

APPENDIX B

Correspondence

**Consistency Certification No. CC-018-07
Foothill/Eastern Transportation Corridor Agency TCA
Foothill Transportation Corridor-South (FTC-S)**

Correspondence received after September 2007, consisting of letters of opposition to the project.

CAPITOL OFFICE:
STATE CAPITOL
SACRAMENTO, CA 95814
TEL (916) 651-4039
FAX (916) 327-2188

DISTRICT OFFICE:
2445 5TH AVENUE, SUITE 200
SAN DIEGO, CA 92104
TEL (619) 645-3123
FAX (619) 645-3122

RECEIVED

SEP 28 2007

CALIFORNIA
COASTAL COMMISSION

California State Senate

SENATOR
CHRISTINE KEHOE
THIRTY-NINTH SENATE DISTRICT



STANDING COMMITTEES:

- ENERGY, UTILITIES AND COMMUNICATIONS, CHAIR
- BUDGET AND FISCAL REVIEW
- LOCAL GOVERNMENT
- NATURAL RESOURCES AND WATER
- TRANSPORTATION AND HOUSING

JOINT COMMITTEES:

- LEGISLATIVE BUDGET COMMITTEE
- EMERGENCY SERVICES AND HOMELAND SECURITY
- ARTS

MEMBER:

- CALIFORNIA CULTURAL AND HISTORICAL ENDOWMENT
- CALIFORNIA LEGISLATIVE LESBIAN, GAY, BISEXUAL AND TRANSGENDER CAUCUS
- LEGISLATIVE WOMEN'S CAUCUS
- SEA GRANT ADVISORY PANEL
- BROADBAND TASK FORCE

September 26, 2007

Patrick Kruer, Chair
Attn: Mark Delaplaine
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

**RE: Foothill-South Toll Road CZMA Consistency Certification
(Hearing Date: October 11, 2007) – OPPOSITION**

Dear Chairman Kruer and Members of the Coastal Commission:

Since its designation as a State Beach in 1971, San Onofre has been one of California's most visited State Parks, with over two million visitors to the beach portion and over 160,000 visitors to the park's two campgrounds each year. It is a rare 3,000-acre scenic coastal-canyon park with high environmental values and recreational use by people of all ages.

The proposed Foothill-South Toll Road would traverse San Onofre State Beach from top to bottom, forcing the closure of sixty-percent of what has become one of the state's most popular state parks. It would eliminate the park's largest campground, introduce visual and acoustic blight, and destroy habitat for eleven endangered and threatened species. The toll road would pollute the only remaining undeveloped watershed remaining in Southern California in the San Mateo Creek watershed, and degrade the world-famous Trestles Beach known to surfers all over the world.

Earlier this year, the mainstream environmental organization, *American Rivers*, declared San Mateo Creek to be the second most endangered waterway in the United States specifically because of the proposed toll road. Construction of the road would alter surrounding landforms and the creek to such an extent that the natural water flow and sediment in the creek would be affected as well as wildlife, habitat, surf quality at Trestles and the total park experience.

As stewards of The Coastal Zone Management Act (CZMA), Coastal Commission members protect park and habitat resources along the coast. As a former member of

the Coastal Commission and Senator for the 39th District, that includes the coastal area from the City of Del Mar to the City of San Diego, the importance of protecting

and preserving our precious coastal zone is emphasized to me on a daily basis by my constituents.

To me, it is quite evident that the proposed Foothill-South Toll Road will negatively affect San Onofre State Beach to such an extent that the road should be found to be inconsistent with the CZMA. Constructing a highway through an environmentally sensitive habitat area with inadequate mitigation proposed miles away from the coast, and the likelihood that the recreational use of the coastal area would be essentially paved over is not an acceptable solution for addressing Orange County's traffic problems.

Despite the Transportation Corridor Agencies' (TCA) plans for a massive sound wall through the park, the peace and quiet now enjoyed by over two million visitors each year would be lost forever. There is simply no way to mitigate the harm. This is not just a toll road through a state park; it is a toll road instead of a state park.

Running a road through this state park is part of a dangerous trend in California as we see major infrastructure projects opting for crossing public lands as the preferred alternative. Parks seem to have become the path of least resistance. Our parks, simply by the nature of their open space and accessibility, are becoming the preferred corridor for infrastructure siting.

I encourage you as members of the Coastal Commission to find the project to be inconsistent with the CZMA and request that the TCA look for feasible alternatives that do not affect San Onofre State Park or other park lands and beaches.

Sincerely,

Signature on File

CK:ds

CHIEF CONSULTANT
JANET DAWSON
PRINCIPAL CONSULTANT
ED IMAI
SENIOR CONSULTANT
ALEJANDRO ESPARZA
CONSULTANT
HOWARD POSNER
COMITTEE SECRETARY
DENISE PLANTS

Assembly California Legislature



ASSEMBLY COMMITTEE ON TRANSPORTATION PEDRO NAVA, CHAIR

MEMBERS
MICHAEL DUVAL, VICE CHAIR
WILMER AMINA CARTER
MARK DESAULNIER
CATHLEEN GALGIANI
MARTIN GARRICK
SHIRLEY HORTON
GUY HOUSTON
BOB HUFF
BETTY KARNETTE
ANTHONY PORTANTINO
IRA RUSKIN
JOSE SOLORIO
NELL SOTO

August 31, 2007

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SEP 10 2007

**CALIFORNIA
COASTAL COMMISSION**

Patrick Kruer, Chair
California Coastal Commission
c/o The Monarch Group
7727 Herschel Ave.
La Jolla, California 92037

Re: Proposed Toll Road through San Onofre State Beach
COPY PROVIDED TO COASTAL COMMISSION STAFF

Dear Commissioner Kruer:

On behalf of the constituents of the 35th District, all Californians who enjoy the coast, as Chair of the Assembly Committee on Transportation, and as former California Coastal Commissioner, I urge you to reject the Coastal Zone Management Act consistency certification before you regarding construction of a proposed Orange County toll road through San Onofre State Beach.

The proposal by the Transportation Corridor Agencies (TCA) to build Foothill-South Toll Road through San Onofre State Beach is inconsistent with the Coastal Act. It will destroy one of southern California's remaining areas of coastal wild lands, and will cause a significant loss of safe, enjoyable coastal access for the public. At a time when the Legislature and policy leaders throughout the state are seeking creative solutions to encourage smart growth and balance infrastructure development with protection of our precious natural resources, the Foothill-South Toll Road moves us in the wrong direction.

Since 1971, San Onofre State Beach has been an important part of California's state park system. It is visited by over 2.5 million Californians each year, making it one of the most popular state parks in the 278-park system. It offers prime, low-cost coastal recreation opportunities, as well as protection of natural and cultural resources. Eleven endangered and threatened species live within the park, many of which thrive because of the pristine quality of San Mateo Creek, which runs through the park. The creek watershed is one of the state's last untouched watersheds, in spite of its proximity to highly-developed Orange County.

Patrick Kruer, Chair, California Coastal Commission
August 31, 2007
Page 2

San Onofre State Beach is also home to the Village of Panhé, located on the banks of San Mateo Creek. Members of the Juareño/Acjachemen people claim the Village as an ancestral site, which has been used for ceremonial purposes and as a re-burial site. The threats posed by the proposed toll road are of such significance that the Native American Heritage Commission has filed a lawsuit under the California Environmental Quality Act to stop its destructive path through the state park.

I urge you to uphold protection of California's treasured coast and deny the TCA's consistency application for the Foothill-South toll road.

Signature on File

PN:jd
E6

cc: Commissioner Khatchik Achadjian
Commissioner Steve Blank
✓ Commissioner William Burke
Commissioner Larry Clark
Commissioner Ben Hueso
Commissioner Steven Kram
Commissioner Bonnie Neely
Commissioner Dave Potter
Commissioner Mike Reilly
Commissioner Mary Shallenberger
Commissioner Sara Wan
Governor Arnold Schwarzenegger
Peter Douglas, Executive Director, California Coastal Commission
Ruth Coleman, Director, Department of Parks and Recreation

CALIFORNIA LEGISLATURE

STATE CAPITOL
SACRAMENTO, CALIFORNIA
95814

August 31, 2007

Patrick Kruer, Chair
California Coastal Commission
c/o The Monarch Group
7727 Herschel Ave.
La Jolla, California 92037

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COPY PROVIDED TO COASTAL COMMISSION STAFF

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Patrick Kruer, Chair, California Coastal Commission
August 31, 2007
Page 2

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Sincerely,

Signature on File

cc: Commissioner Khatchik Achadjian
Commissioner Steve Blank
Commissioner William Burke
Commissioner Larry Clark
Commissioner Ben Hueso
Commissioner Steven Kram
Commissioner Bonnie Neely
Commissioner Dave Potter
Commissioner Mike Reilly
Commissioner Mary Shallenberger
Commissioner Sara Wan
Governor Arnold Schwarzenegger
Peter Douglas, Executive Director, California Coastal Commission
Ruth Coleman, Director, Department of Parks and Recreation

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AUG 27 2007

CALIFORNIA
COASTAL COMMISSION

Henry Agonia
Peter Dangermond Jr.
Donald Murphy

August 24, 2007

Patrick Kruer, Chair
California Coastal Commission
c/o The Monarch Group
7727 Herschel Ave.
La Jolla, California 92037

Re: Proposed Toll Road through San Onofre State Beach
COPY PROVIDED TO COASTAL COMMISSION STAFF

Dear Commissioner Kruer:

As former California State Park Directors, representing a wide diversity of previous administrations, we urge you to deny the Coastal Zone Management Act application before you regarding construction of a proposed Orange County toll road through San Onofre State Beach.

We understand the myriad challenges facing California as the state grows. Each of us, as former Directors of the Department of Parks and Recreation, oversaw the management, operation and growth of a sizeable state park system, even in the face of other infrastructure needs. Yet protection of the state's natural resources – which includes our world-renowned coastline – is as critical now as it was under our stewardship. State parks are established to preserve California's natural and cultural heritage and to provide meaningful outdoor recreation opportunities for its citizens. They are essential to the physical and mental health of our residents as well as future generations of Californians. They are **not** set aside to provide future highway corridors for local transportation agencies and their parochial needs.

The fact that the land at San Onofre State Beach has been leased from the federal government does not change the fact that San Onofre State Beach has been an important part of the State Park system for 35 years. There are still 14 years left on the 50 year lease and the Department of Park and Recreation's long term understanding with the Marine Corps has been that the lease would be renewed in 2021 when the current agreement is set to expire.

Over 3.5 million people visit San Onofre State Beach each year. It has become an essential part of the outdoor recreation supply system in a highly populated area of California. The San Mateo Creek, coastal wetland and the Trestles surf beach at the creek's mouth are pristine examples of California's diminishing coastal resources. The proposed toll road would come so close to the popular San Mateo campground that it would be rendered unusable.

The toll road agency (TCA) has not explored other viable alternatives to San Onofre, such as widening I-5 and its arterials. These alternatives must be adequately explored and studied.

This is not the first time that a major highway or bridge has threatened a State Park. Both Gold Beach at Prairie Creek Redwoods and the mouth of Tahoe's Emerald Bay have been threatened by major projects. In each case, high level intervention to insure that these state parks remained pristine for people to enjoy to this day.

The precedent-setting loss of San Onofre State Beach would send shock waves across the nation and threaten the very concept of perpetuity, central to the American park idea. We urge the Commission to use its influence and political stature as a protector of the California coast to deny the TCA's consistency application and provide much-needed leadership in protecting San Onofre State Beach.

Yours truly,

Signature on File

Donald Murphy (1993-1997)

Henry Agonia (1987-1992)

Peter Dangermond Jr. (1980-1982)

cc. Commissioner Achadjian
Commissioner Blank
Commissioner Burke
Commissioner Clark
Commissioner Hueso
Commissioner Kram
Commissioner Neely
Commissioner Potter
Commissioner Reilly
Commissioner Shallenberger
Commissioner Wan
Peter Douglas, Executive Director
Governor Arnold Schwarzenegger
Director Ruth Coleman, California State Parks

April 3, 1971

RONALD REAGAN
GOVERNOR

State of California
GOVERNOR'S OFFICE
SACRAMENTO 95814



This is a momentous and proud day for California---it is the culmination of many months of dedicated effort by many people to enhance and preserve California's grandeur and beauty.

I firmly believe one of the greatest legacies we can leave to future generations is the heritage of our land, but unless we can preserve and protect the unspoiled areas which God has given us, we will have nothing to leave them. This expanse of acreage, San Onofre Bluffs State Beach, now has its future guaranteed as an official state park. However, its preservation still remains with those who use the park. As stewards of this land, we must use it judiciously and with a great sense of responsibility.

There are many people who deserve our gratitude for the acquisition of San Onofre Bluffs State Beach, and it would be quite time-consuming to attempt to acknowledge them all. I do, however, want to give special recognition to the California State Parks Foundation for its invaluable sponsorship. To the many others, I extend my deepest appreciation for their assistance and support in bringing to fruition a dream we have all shared. I, too, am proud to have been a part of it.

Signature on File

FOR IMMEDIATE RELEASE

March 31, 1971

Office of the White House Secretary
San Clemente, California

STATEMENT BY THE PRESIDENT

Camp Pendleton, California, is part of the legacy which the World War II Era left for the 70s. For 30 years these 18 miles of choice coastal land have served as an important training center for the U. S. Marine Corps. During that same period, California has become the Nation's most populous and most urban state; several million people now live within an hour's drive of Camp Pendleton in the San Diego - Los Angeles Metropolitan complex.

For these people, as for all Americans, we must seek to leave a legacy that goes beyond good housing, vital industries and strong defense. We must also provide an endowment of park lands and recreational areas that will enrich their leisure opportunities and make the beauties of the earth and sea more accessible to them. As an important step toward creating such a legacy for the people of Southern California, I am pleased to announce today that fully one-third of the beach front area within Camp Pendleton will soon be made available for use by the general public.

I recently requested the Secretary of Defense to initiate proceedings which will offer approximately six miles of Camp Pendleton beach front located on both sides of the San Onofre Nuclear Generating Station for park land and public use by transfer of title to the State of California. Another 3400 acres of undeveloped land lying in back of Highway 101 on the San Clemente side of the Base will also be made available either to public bodies, or for public sale, in which case the proceeds would, under the law, be added to the Land and Water

(more)

Conservation Fund and be used for federal and local park development. In accordance with statute, Secretary Laird will inform the interested committees of the Congress that this property is to be released.

On Tuesday the Department of the Navy signed a lease agreement making some three miles of beach front south of the Nuclear Generating Station available for immediate public use. This is a temporary arrangement undertaken in order to provide immediate public access to the beach area and to avoid any interference with plans which have been made by the State of California to open this segment of the beach front to the public during the school holidays in April. As soon as it becomes possible formally to declare that the entire six miles of beach front are in excess of Federal Government needs, the lease will be terminated and the six miles beach front area -- with exception of the site of the San Onofre Nuclear Generating Station -- will be deeded to the State of California for park purposes.

The Property Review Board, which I established last year, has studied the Camp Pendleton lands at my request, and has recommended the action I am announcing today. The Board is continuing the survey of property held by the Federal Government in every area of the country, and will make further recommendations concerning lands which can be better utilized if they are open to the public. Further announcements will be forthcoming as quickly as additional properties can be cleared for improved use. I am confident that the result will be better Federal property management, improvements in the preservation and enjoyment of our natural environment, and the growing legacy of parks and recreation facilities that will benefit all Americans just as the Camp Pendleton action does.



PAOLO MAFFEI
DISTRICT 2 SUPERVISOR
County of Tuolumne

2 South Green Street
Sonora, CA 95370
(209) 533-5521
pmaffei@co.tuolumne.ca.us

October 16, 2007

Patrick Kruer, Chair
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

Dear Mr. Kruer:

This administration is asking state and local governments to compensate for insufficient road funding at the state and federal level by essentially privatizing our public highway infrastructure. Toll roads are a part of this as well as suggesting special toll lanes. This is perverse in many ways and it is amazing that it has not caught the attention of the media or sparked outrage by a public accustomed to traveling unobstructed throughout the nation. Tolls might be defended as a means to pay for an otherwise unaffordable major improvement, such as a bridge, but this policy even includes privatizing existing infrastructure paid for by past taxpayers. It is essentially unjust, a burden on less wealthy citizens, forcing them into a lower class status. From a fiscal standpoint it is also regressive like in early England when each fiefdom could exact a tribute for passing through their territory. The elimination of this was considered an historic and economic benchmark.

Despite population growth, miles traveled and especially hours spent sitting in cars, road funding in California has not much increased since the Eisenhower administration. Legislators have been reluctant to raise gasoline taxes and reinstate the VLF fees to levels prior to the dot com bubble. Fuel prices have tripled since the beginning of the current administration, so raising gasoline taxes is not even a politically viable option. Had fuel taxes been increased after the first oil crisis in the seventies, we would by now be better able to withstand the impact of increased worldwide oil demand, the leveled off supply and the immediate need to reduce greenhouse gases.

One has to ask where the country as a whole is going when we lose sight of basic social values and allow policies to be guided by a poorly informed electorate unwilling to face reality, apparently unmindful of the needs of future generations and self-serving politicians pandering to their short-sighted desires. Of course, also voters and local officials alike have lowered their expectations of higher government as they see frequent redirecting of funds from their intended purpose. Prop 42 was a case in point.

With respect to San Onofre Beach, it seems particularly inappropriate that local government finds it expedient to address its funding needs by proposing a toll road, and additionally violating valuable recreational and wildlife assets.

Sincerely,

Signature on File

cc: Board of Supervisors
Peter Rei, Public Works Director



DeLaplane

PAM SLATER-PRICE

SUPERVISOR, THIRD DISTRICT
SAN DIEGO COUNTY BOARD OF SUPERVISORS

August 21, 2007

*Serving the
communities
of ...*

Cardiff

*Carmel
Mountain*

Carmel Valley

Del Mar

Del Mar Heights

Del Mar Mesa

Encinitas

Escondido

La Jolla

Leucadia

Mira Mesa

Navajo

Olivenhain

Pacific Beach

*Rancho
Bernardo*

*Rancho
Penasquitos*

Sabre Springs

San Carlos

Scripps Ranch

Solana Beach

Tierrasanta

Torrey Hills

Torrey Pines

Mr. Patrick Kruer, Chair
California Coastal Commission
45 Fremont Street
San Francisco, CA 94105

**RE: San Onofre State Park
Foothill-South Toll Road (SR 241)**

Dear Mr. Kruer:

I strongly oppose the proposed alignment of the Foothill-South Toll Road (SR 241), which will go through the San Onofre State Park. While I support the concept of toll roads, the alignment of this project would profoundly compromise the popular San Onofre State Beach and the San Mateo Creek Campground. This is one of the last areas of coastal land available to the public in Southern California, and needs to be protected at all costs.

Trestles Beach, the "Yosemite of surfing," is at risk because the road could compromise the wave formation by altering the natural sediment flow of the San Mateo Creek. I am also concerned that polluted runoff from the road will impact the pristine water quality at Trestles Beach. Not only will the road diminish the beauty and integrity of our coastline, but it will fundamentally set a dangerous precedent for our State Park system. Further, it is worrisome that this road will devastate wildlife habitat and ultimately create urbanization and poorly planned development.

Please protect San Onofre State Park by opposing the proposed alignment of the Foothill-South toll road. Over 20 million people live at the door step of this beautiful park. Families from Los Angeles to San Diego rely on the Park for vacations and recreation — and we need your help to protect it.

Sincerely,

Signature on File

PAM SLATER-PRICE
SUPERVISOR, THIRD DISTRICT

PCP/ eh



County of Santa Cruz

BOARD OF SUPERVISORS

701 OCEAN STREET, SUITE 500, SANTA CRUZ, CA 95060-4069

(831) 454-2200 FAX: (831) 454-3262 TDD: (831) 454-2123

JANET K. BEAUTZ
FIRST DISTRICT

ELLEN PIRIE
SECOND DISTRICT

NEAL COONERTY
THIRD DISTRICT

TONY CAMPOS
FOURTH DISTRICT

MARK W. STONE
FIFTH DISTRICT

October 3, 2007

Patrick Kruer, Chair
California Coastal Commission
45 Fremont Street, Suite 200
San Francisco, CA 94105-2119

Dear Mr. Kruer:

It has been some time since the County of Santa Cruz adopted a resolution opposing the construction of a toll road through San Onofre State Beach. Now the issue has come before the California Coastal Commission and I would like to take this opportunity to share with you why we in Santa Cruz County have taken a position on this proposed toll road. Even though this proposed toll road would be located in Orange and San Diego Counties, the issues it represents affect all Californians.

San Onofre State Beach is a resource for all Californians no matter where they are located. The concept that any agency, much less a county agency, could cause direct negative impacts on a state park like San Onofre is reprehensible. Our system of parks and beaches are meant to preserve our state's environment for all Californians. They are not meant to be pathways for toll roads.

Another reason for our opposition to this proposed toll road is that allowing it to be built calls into question the integrity of any area that has been set aside as habitat preserve, state park, or other mitigation. When we set aside such land, it is with the expectation that the land will be used for those purposes in perpetuity--not just until someone wants to build a toll road or a shopping mall. Allowing this toll road to go forward sends the wrong message about mitigation and the preservation of our natural resources.

Therefore, I urge you to vote no on the petition of the Transportation Corridor Agencies.

Sincerely,

J: Signature on File
F: _____

JKB:pmp

4082C1



County of Santa Cruz

BOARD OF SUPERVISORS

701 OCEAN STREET, SUITE 500, SANTA CRUZ, CA 95060-4069

(831) 454-2200 FAX: (831) 454-3262 TDD: (831) 454-2123

JANET K. BEAUTZ
FIRST DISTRICT

ELLEN PIRIE
SECOND DISTRICT

NEAL COONERTY
THIRD DISTRICT

TONY CAMPOS ✓
FOURTH DISTRICT

MARK W. STONE
FIFTH DISTRICT

September 20, 2007

Patrick Kruer, Chair
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

Dear Mr. Kruer:

By way of introduction, my name is Tony Campos and I represent the Fourth District on the Santa Cruz County Board of Supervisors. I have represented the Pajaro Valley as an elected official since 1987, first as a City Council Member and later as Mayor. I also sit on numerous advisory boards and commissions.

It is with great interest that I write you today to urge you to vote to stop a proposal that would have a significant negative impact on one of our state parks. The plan to build a toll road right through San Onofre State Beach, one of California's most visited state parks, with over two million visitors to the beach portion each year, and over 160,000 visitors to the park's two campgrounds, would destroy this unique Southern California coastal attraction.

The state park at San Onofre State Beach was set aside for the people of California in 1971 by Governor Ronald Reagan who proclaimed that, "One of the greatest legacies we can leave to our future generations is the heritage of our land, but unless we can preserve and protect the unspoiled areas which God has given us, we will have nothing to leave them." Since that time, this park has become one of the top most visited state parks in California.

The passage of this damaging proposal would set a dangerous statewide precedent that might in the future be cited in justifying the destruction and degradation of other state parks.

September 20, 2007
Page 2

I look to members of the Coastal Commission in your capacity as protectors of our coastline to vote against the proposal to build a toll road through San Onofre State Beach.

Sincerely yours,

Signature on File

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TC:pmp

2702P4



County of Santa Cruz

BOARD OF SUPERVISORS

701 OCEAN STREET, SUITE 500, SANTA CRUZ, CA 95060-4069

(831) 454-2200 FAX: (831) 454-3262 TDD: (831) 454-2123

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SEP 28 2007

CALIFORNIA
COASTAL COMMISSION

JANET K. BEAUTZ
FIRST DISTRICT

ELLEN PIRIE
SECOND DISTRICT

NEAL COONERTY
THIRD DISTRICT

TONY CAMPOS
FOURTH DISTRICT

MARK W. STONE
FIFTH DISTRICT

September 26, 2007

Patrick Kruer, Chair
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

Dear Mr. Kruer:

San Onofre State Beach is one of California's most visited State Parks, with over two million visitors to the beach portion each year, and over 160,000 visitors to the park's two campgrounds.

There are many reasons for the popularity of this beach and park. Since it was recognized as a State Beach in 1971, San Onofre has attracted surfers with its outstanding surf, quiet, accessible inland campground (in close proximity to the beach), and an environment that offers Southern California families the opportunity to experience the coast and nature in the middle of an otherwise overwhelmingly urban area.

The Transportation Corridor Agencies' (TCA) plan to build a toll road right through the middle of the park will ruin that for all of us, and for generations to come. I urge you to vote to stop this damaging proposal when it comes before you in October.

Earlier this year, the mainstream environmental organization, American Rivers, declared San Mateo Creek to be the second most "Endangered Waterway" in the United States, specifically because of the proposed toll road. This creek is the home of several species of fish, including the endangered steelhead trout, arroyo chub, and unarmored threespine stickleback. Even TCA engineers admit that construction of the road would require enormous changes in the surrounding land, and to the creek itself, forever altering the natural water flow and sediment of the creek. Such changes cannot help but affect wildlife and plants in the area, as well as the world-class surf at Trestles and the quality of the park in general.

September 26, 2007

Page 2

In the final analysis, you must decide if the benefits of the toll road outweigh the damage that it will do to this important coastal wildlife and camping resource.

In my opinion they do not, and I hope that you too, in your capacity as protectors of our coastline, will come to share that opinion.

Sincerely,

Signature on File

r

MWS:lg

4170A5



city of san luis obispo

OFFICE OF THE CITY COUNCIL

990 Palm Street ■ San Luis Obispo, CA 93401-3249 ■ 805/781-7119

September 26, 2007

Patrick Kruer, Chair
California Coastal Commission
45 Fremont Street Suite 2000
San Francisco, CA 94105-2219

Re: Proposed Toll Road Through San Onofre State Park

Dear Mr. Kruer:

San Onofre State Beach is one of California's most visited State Parks, with over two million visitors to the beach portion each year, and over one hundred and sixty thousand visitors to the park's two campgrounds.

There are many reasons for the popularity of this beach and park. Since it was recognized as a State Beach in 1971, San Onofre has attracted surfers with its outstanding surf, quiet, accessible inland campground in close proximity to the beach, and an environment that offers Southern California families the opportunity to experience the coast and nature in the middle of an otherwise overwhelmingly urban area.

The Transportation Corridor Agencies (TCA) plan to build a toll road right through the middle of the park will ruin that for all of us, and for generations to come. *We urge you to vote to stop this damaging proposal when it comes before you in October.*

Earlier this year, the mainstream environmental organization, American Rivers, declared San Mateo Creek to be the second most "Endangered Waterway" in the United States, specifically because of the proposed toll road. This creek is the home of several species of fish, including the endangered steelhead trout, arroyo chub, and unarmored threespine stickleback. Even the TCA's own engineers admit that construction of the road would require enormous changes in the surrounding land, and to the creek itself, forever altering the natural water flow and sediment of the creek. Such changes cannot help but affect wildlife and plants in the area, as well as the world-class surf at Trestles and the quality of the park in general.

In the final analysis, you must decide if the benefits of the toll road outweigh the damage that it will do to this important coastal wildlife and camping resource. In my opinion they are

city of san luis obispo

Patrick Kruer
September 26, 2007
Page 2

not, and I hope that you too, in your capacity as protectors of our coastline, will come to share that opinion.

Sincerely,

Signature on File

I concur with the position expressed above.



**BOARD OF SUPERVISORS
COUNTY OF VENTURA**

GOVERNMENT CENTER, HALL OF ADMINISTRATION
800 SOUTH VICTORIA AVENUE, VENTURA, CALIFORNIA 93009
2967 THOUSAND OAKS BLVD., THOUSAND OAKS, CA 91362 (Location Address)

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JOHN K. FLYNN

LINDA PARKS
SUPERVISOR, SECOND DISTRICT
(805) 373-2564
FAX: (805) 654-2660
E-mail: Linda.Parks@ventura.org

October 3, 2007

Patrick Kruer, Chair
California Coastal Commission
45 Fremont Street Suite 2000
San Francisco, CA 94105-2219

Dear Mr. Kruer:

I would like to share my concern over the toll road proposed to go through San Onofre State Park.

The Ventura County Board of Supervisors has approved taking a position opposing this toll road, despite the fact that we generally do not comment on matters outside our county. I hope that the California Coastal Commission will agree that the negative impacts of the proposed toll road through San Onofre State Park far outweigh its benefits. Future generations will appreciate a decision to protect the integrity of our State Parks system.

Thank you very much for your attention to this matter.

Sincerely,

Signature on File



2424 Rodin Pl.
Davis, CA 95618-7609
www.stephensouza.com



Phone: (530) 758-2964
Cell Phone: (530) 400-2222
sasouza@sbcglobal.net

Pat Kruer
Chair
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 95105-2219

January 9, 2008

Dear Chairwoman Kruer,

I write today to ask that you oppose a freeway through the middle of San Onofre State Park. It is unconscionable to allow the TCA to carve up a beautiful and popular coastal state park in the name of reducing commute times.

If this proposal is allowed to proceed, it will create enormous environmental impacts both during the construction and for the long-term use of the park. If approved, we will see bulldozers and earth moving equipment destroying a sensitive habitats and a vital watershed that feeds into the Pacific Ocean. Instead of the sounds of children playing and learning about nature, we will hear the whirl of trucks and cars.

In many ways, our parks define our state and our community. We have set aside these precious lands for all time so that future generations may have a chance to experience the best that nature has to offer in California. Visitors travel from across the globe to experience California's parks. Just as importantly, San Onofre State Park is one of the last remaining unspoiled locations that many in Southern California can easily access.

I ask that you strongly consider the value that state parks bring to our community and what an enormous loss we would all suffer if a freeway were put through San Onofre State Park.

Sincerely,

Signature on File

PACIFIC
ENERGY
CORPORATION

September 26, 2007

Patrick Kruer, Chair
California Coastal Commission
45 Fremont Street Suite 2000
San Francisco, CA 94105-2219

Re: Proposed Toll Road Through San Onofre State Park

Dear Mr. Kruer:

I am writing to express my continuing concern over the proposed toll road through San Onofre State Park. San Onofre State Beach is one of California's most visited State Parks, with over two million visitors to the beach portion each year, and over one hundred and sixty thousand visitors to the park's two campgrounds.

There are many reasons for the popularity of this beach and park. Since it was recognized as a State Beach in 1971, San Onofre has attracted surfers with its outstanding surf, quiet, accessible inland campground in close proximity to the beach, and an environment that offers Southern California families the opportunity to experience the coast and nature in the middle of an otherwise overwhelmingly urban area.

The Transportation Corridor Agencies (TCA) plan to build a toll road right through the middle of the park will ruin that for all of us, and for generations to come. I urge you to vote to stop this damaging proposal when it comes before you in October.

Earlier this year, the mainstream environmental organization, American Rivers, declared San Mateo Creek to be the second most "Endangered Waterway" in the United States, specifically because of the proposed toll road. This creek is the home of several species of fish, including the endangered steelhead trout, arroyo chub, and unarmored threespine stickleback. Even the TCA's own engineers admit that construction of the road would require enormous changes in the surrounding land, and to the creek itself, forever altering the natural water flow and sediment of the creek. Such changes cannot help but affect wildlife and plants in the area, as well as the world-class surf at Trestles and the quality of the park in general.

In the final analysis, you must decide if the benefits of the toll road outweigh the damage that it will do to this important coastal wildlife and camping resource. In my opinion they are not, and I hope that you, too, in your capacity as a protector of our coastline, will come to share that opinion.

Signature on File

John Ewan
Former Council Member
City of San Luis Obispo

2121 SANTA BARBARA STREET SAN LUIS OBISPO, CA 93401

PHONE (800)564-1564 (805)544-4700

FAX (805)544-3411

www.alteryourenergy.com



City of Del Mar

Where the Surf meets the Surf

1050 Camino Del Mar • Del Mar, California 92014-2698

February 22, 2006

The Honorable Arnold Schwarzenegger
Governor, State of California
State Capitol
Sacramento, California 95814

Re: Proposed Tollroad Alignment Affecting San Onofre State Beach

Dear Governor Schwarzenegger:

The Del Mar City Council wishes to register our very serious concerns regarding the proposed alignment of the Foothill-South Tollroad (SR 241), which would run through the heart of the inland portion of San Onofre State Park (Subunit 1) and then connect with I-5 in close proximity to the coastal portion of San Onofre State Park (Subunit 2).

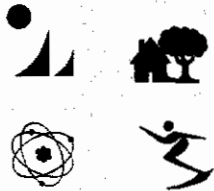
The Del Mar City Council does not normally comment on projects located so far outside our City limits or outside our City's customary jurisdiction. However, our community has a long history of preserving and protecting natural resources including our beaches, coastal bluffs, and wetland habitats. In this case, we have reviewed the Resolution adopted by the California State Park & Recreation Commission on November 18, 2005, regarding the proposed alignment and requesting action to protect San Onofre State Beach, and we urge your strong consideration of the issues raised and the positions taken

Signature on File

Crystal Crawford
Mayor

Cc: Board of Directors, Foothill/Eastern TCA
Ruth Coleman, California State Parks and Recreation Director
Del Mar City Councilmembers





City of Huntington Beach

P. O. BOX 190 • 2000 MAIN STREET • CALIFORNIA 92648

DRUG USE
IS
LIFE ABUSE

Debbie Cook
Mayor Pro Tempore

September 26, 2007

Patrick Kruer c/o Mark Delaplane
California Coastal Commission
45 Fremont Street #2000
San Francisco, CA 94105

RECEIVED
OCT 10 2007
CALIFORNIA
COASTAL COMMISSION

Re: Oct 11 hearing on Foothill-South Toll Road

Dear Commissioners:

As the Southern California Association of Governments prepares to adopt its new Regional Transportation Plan, it is becoming increasingly clear that attaining conformity with air quality mandates is nearly impossible. One thing is certain, additional road building activity will not improve mobility, air quality, water quality, or sustainable land use. The proposed Foothill-South Toll Road is a perfect example of the wrong course of action for Orange County. The Southern California experience of sprawling communities connected by gridlocked roads should be an example to all that we cannot build our way out of the energy and climate crisis that is upon us.

Please reject the consistency application and protect San Onofre State Beach for a brighter future for California.

Sincerely,

Signature on File

www.web.mac.com/energyinfo

09/21/2007 FRI 0:14 FAX

0002/003

200 N. SPRING STREET
CITY HALL, ROOM 410.
LOS ANGELES, CA 90012
(213) 485-3451 PHONE
(213) 480-8007 FAX



DISTRICT OFFICE
163 E. 4TH ST.
ROOM 202
LOS ANGELES, CA 90031
(213) 485-0763 PHONE
(213) 485-0900 FAX

ED P. REYES
Councilmember, First District

RECEIVED

SEP 21 2007

CALIFORNIA
COASTAL COMMISSION

September 18, 2007

Patrick Kruer, Chair
California Coastal Commission
45 Fremont Street Suite 2000
San Francisco, CA 94105-2219

Post-It® Fax Note	7671	Date	9/21	# of pages	2
To	Mark Delaplaine		From	Sara Feldman	
Co/Dept.			Co.	CA State Parks	
Phone #			Phone #	Foundation	
Fax #	415-904-5400		Fax #	213 748 7495	

Dear Mr. Kruer:

San Onofre State Beach is one of California's most visited State Parks, with over two million visitors to the beach portion each year, and over one hundred and sixty thousand visitors to the park's two campgrounds.

There are many reasons for the popularity of this beach and park. Since it was recognized as a State Beach in 1971, San Onofre has attracted surfers with its outstanding surf, quiet, accessible inland campground (in close proximity to the beach), and an environment that offers Southern California families the opportunity to experience the coast and nature in the middle of an otherwise overwhelmingly urban area.

The Transportation Corridor Agencies' (TCA) plan to build a toll road right through the middle of the park will ruin that for all of us, and for generations to come. Urge you to vote to stop this damaging proposal when it comes before you in October.

Earlier this year, the environmental organization, American Rivers, declared San Mateo Creek to be the second most "Endangered Waterway" in the United States, specifically because of the proposed toll road. This creek is the home of several species of fish, including the endangered steelhead trout, arroyo chub, and unarmored threespine stickleback. Even the TCA's own engineers admit that construction of the road would require enormous changes in the surrounding land, and to the creek itself, forever altering the natural water flow and sediment of the creek. Such changes cannot help but affect wildlife and plants in the area, as well as the quality of the park in general.

In the final analysis, you must decide if the benefits of the toll road outweigh the damage that it will do to this important resource thereby setting an unfavorable precedent for our California State park system.

09/21/2007 FRI 0:14 FAX

003/003

In my opinion they do not, and I hope that you too, in your capacity as protectors of our coastline, will come to share this opinion. If you have any additional questions please call at 213-473-7001.

Signature on File

ED P. REYES

Councilmember, First District

Chair, Ad Hoc Committee on the Los Angeles River



RECEIVED

OCT 01 2007

CALIFORNIA
COASTAL COMMISSION

THE CITY OF SAN DIEGO

COUNCILMEMBER DONNA FRYE

SIXTH DISTRICT

September 25, 2007

Patrick Kruer, Chair
ATTN: Mr. Mark Delaplaine
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

Re: Resolution by the City of San Diego to Protect San Onofre State Beach and Other California State Park Lands

I write this letter as a member of the City Council for the City of San Diego, who took action to oppose a proposed Toll Road alignment and request for action to protect San Onofre State Beach. On September 25, 2007, the City Council considered a resolution to oppose the Toll Road with a vote of 6 in favor and 2 opposed. I have attached a copy of the Resolution passed by the City of San Diego for your review.

Please protect San Onofre State Beach by opposing the Foothill-South Toll Road. If you have any further questions or concerns please feel free to contact my office at (619) 236-6616.

Signature on File

Councilmember
Sixth District
DF/mk



RESOLUTION NUMBER R-

DATE OF FINAL PASSAGE _____

RESOLUTION TO PROTECT CALIFORNIA STATE PARK
LANDS.

WHEREAS, California's first state park was established in 1864 with land granted by President Abraham Lincoln, and the California state parks system was created in 1927 "to preserve outstanding natural, scenic, and cultural values, indigenous aquatic and terrestrial fauna and flora, and the most significant examples of ecological regions of California;" and

WHEREAS, California state parks are the crown jewels of the state, designated for the benefit of all of California residents in order to improve our lives by providing healthy outdoor and educational experiences; and

WHEREAS, California state parks provide a significant economic benefit to the people of California, generating, according to estimates from the Department of Parks and Recreation, about 80 million visitors from around the world who spend approximately \$2.6 billion directly with an additional \$4 billion in indirect contributions; and

WHEREAS, California state park lands are designated for their protection and preservation on behalf of future generations and should not be warehoused for later development in a manner inconsistent with state park purposes; and

WHEREAS, protection of state park lands is a matter of paramount statewide concern which requires that these lands not become the least costly alternative for major infrastructure projects deemed to be necessary for uses inconsistent with state park purposes; and

WHEREAS, on November 18, 2005, the California State Park and Recreation

~~Commission [Commission], in a resolution entitled "Opposing a Proposed Tollroad Alignment~~
and Request for Action to Protect San Onofre State Beach," reaffirmed the principle that state parks are "designated for their protection and preservation on behalf of this and future generations and should not be used in a manner inconsistent with state park purposes;" and

WHEREAS, in said resolution, the Commission (i) urged abandonment of the proposed toll road, called the Foothill-South Toll Road, that would run "over four miles in length through the heart of the nearly 1,200 acre [inland portion] of San Onofre State Beach" and (ii) requested that the "Governor, in concert with the Attorney General's office, oppose any major transportation arterial thought San Onofre State Beach using all appropriate methods, including litigation if necessary, to defend this valuable and irreplaceable public resource;" and

WHEREAS, the state park at San Onofre State Beach was set aside for the people of California in 1971 by Governor Ronald Reagan who proclaimed that "one of the greatest legacies we can leave to future generations is the heritage of our land, but unless we can preserve and protect the unspoiled areas which God has given us, we will have nothing to leave them" and has since become one of the top five most visited state parks in California; and

WHEREAS, the taking of such park land by a toll road would destroy this unique Southern Californian coastal unit of the state parks system, and set a dangerous state-wide precedent that might in the future be cited in justifying the destruction and degradation of other state parks; and

WHEREAS, In said resolution, the Commission recognized that "viable alternative routes and traffic improvements exist which do not depend upon San Onofre State Beach;" and

WHEREAS, San Onofre State Beach is located almost entirely in San Diego County,
which is outside the geographic jurisdiction of the Orange County toll road agency, and the toll
road's alignment through the park was proposed without any participation by San Diego
residents or officials; NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego, that the City of San Diego
endorses the Commission's November 18, 2005 resolution.

BE IT FURTHER RESOLVED, that the San Diego City Council supports additional
examination and implementation of feasible alternative transportation projects, including
improvements to Highway 5, that do not impact San Onofre State Beach or other park lands or
beaches.

APPROVED: MICHAEL J. AGUIRRE, City Attorney

Signature on File

SRE:pev
04/10/07
Or.Dept:Council 2, Council 4, & Council 6
R-2007-984
MMS #4627

I hereby certify that the foregoing Resolution was passed by the Council of the City of San Diego, at this meeting of _____.

ELIZABETH S. MALAND
City Clerk

By _____
Deputy City Clerk

Approved: _____
(date)

JERRY SANDERS, Mayor

Vetoed: _____
(date)

JERRY SANDERS, Mayor

3 January 2008

Coastal Commissioner Steven Kram

Dear Sir,

Environmental groups have since the 1980's tried to convince the Transportation Corridor Agencies(TCA) that a toll road should not be built through the San Mateo watershed. Unfortunately the TCA has not been willing to consider alternate routes which have been proposed by the environmental community which would save this watershed. As a member of the Coastal Commission you will have a most important voice in stopping this project and I do hope you will follow the Coastal Commission staff report which strongly indicated that this toll road should not be built. There are many reasons why this toll road should not be built and I would like to enumerate those that seem most important to me.

First, the idea that roads can be built through our State Parks is not right. The California State Park system can not replace the 1,200 acres of the inland portion of the San Onofre State Park as there is no coastal land available for mitigation. The San Mateo campground is located in this portion of the Park and is one of the most popular campgrounds in the State Park system. The campground will be abandoned if the toll road is approved. The inland portion also has an excellent system of trails for bikers and hikers. Second, Trestles Beach, the Mecca of surfers world wide, would be ruined if the runoff of sand and rocks from the San Mateo and Christianitos Creeks is encumbered by this toll road. The Nature Preserve at the mouth of San Mateo Creek would lose much of its beauty and acreage with the construction of this toll road. Third, although often overlooked, the Donna O'Neill Land Conservancy, which was established as mitigation for the destruction of some 4,000 acres of wild habitat in San Clemente for the construction of thousands of homes in the Talega tract, would be completely decimated. This Conservancy is on the most important remaining wild habitat in the Rancho Mission Viejo. The Conservancy has very active nature programs which yearly attract some 5,500 visitors, many are children. Fourth, there are many endangered and threatened wild species in the path of the road and they too should be protected. Lastly, although there are many other environmental damages which the toll road will cause, there is a Native American sacred site in the path of the road which will be inundated by this road. The local group of Juaneno descendants has lost many sacred sites and one of the most important sites, Panhe, is in the path of the Toll Road South. We should respect this site and not allow the toll road to ruin it.

So, Mister Mayor I hope you will vote to stop this onerous toll road project. Thanks for your time taken to read this message.

Signature on File

Paul Carlton

A founding member of the Friends of the Foothills,
a Sierra Club Task Force.



The
City
Project

1055 Wilshire Blvd., Suite 1660 Los Angeles, CA 90017-2499

T: (213)977-1035

F: (213)977-5457

www.cityprojectca.org

January 11, 2008

Re: Save Panhe and Save San Onofre

Peter Douglas
Mark Delaplaine
Sara Townsend
California Coastal Commission staff
45 Fremont Street
Suite 2000
San Francisco, CA 94105-2219

RECEIVED

JAN 16 2008

CALIFORNIA
COASTAL COMMISSION

Dear Mr. Douglas, Mr. Delaplaine, and Ms. Townsend:

We are writing on behalf of the United Coalition to Protect Panhe and The City Project regarding the campaign to save Panhe and San Onofre and stop the toll road. We have studied the staff report and recommendation on consistency certification CC-018-07-Th 19a. We appreciate the attention paid to Panhe and its significance to the Acjachemen people in that report. The destruction of Panhe would hurt not only the Acjachemen people but all the people of California and the nation.

We anticipate sending you more detailed public comments on or before January 17, 2008. We submit this letter to alert you to the issues we anticipate raising, and which we hope the staff report will address as well. Our preliminary analysis appears below.

United Coalition to Protect Panhe is a grass roots alliance of Acjachemen people working to protect the sacred Native American site of Panhe. The City Project works with diverse coalitions in strategic campaigns to shape public policy and law, and to serve the needs of the community as defined by the community. The City Project has long worked on equal access to the California Coast.

As you know, Panhe is an ancient Native American village, ceremonial site and burial ground located within San Onofre State Beach and the path of the proposed toll road. Panhe represents one of the most unique and important cultural, archaeological, and historical sites in southern California. Many Acjachemen tribal members can trace their lineage directly back to the Village of Panhe, which is estimated to be at least 8,000 years old. Panhe is listed on the Sacred Lands Inventory maintained by the Native American Heritage Commission and is part of the San Mateo Archaeological District, which is listed on the National Register of Historic Places.

Construction of the toll road would pass within feet of the village and cemetery, drastically interfere with traditional ceremonial uses, and severely and irreparably damage the sacred site. ***Panhe is one of the few remaining Acjachemen sacred sites where the people can still gather for ceremony in an area that is secluded and exists in a pristine, natural state.***

Healthy, Livable Communities For All

Board of Advisors: Chris Burrows Lydia Camarillo Virginia Keeny Robbie LaBelle Lyndon Parker
The City Project is a project of Community Partners

Three Tribal Resolutions from the Juaneno Band of Mission Indians, Acjachemen Nation have been passed supporting the Tribe's full sovereign participation in any and all land and water use decisions likely to impact the Village of Panhe.

The proposed toll road would impact Native American access and ability to practice their religion. The toll road will impair their freedom of religion, freedom of association, and beach access rights under the First Amendment and parallel state constitutional protections.

The toll road would also discriminate against the working poor with limited or no access to a car, people of color, and low income communities in several ways. These communities disproportionately cannot afford to pay tolls for commuter or recreational travel. The toll road through the park would also disproportionately deprive them of affordable world class recreation and access to a public beach. San Onofre provides such opportunities at the San Mateo Campground, on hiking trails, and through surfing at Trestles.

With all due respect, the proposed toll road extension raises serious legal and policy issues beyond those addressed in the September 2007 staff report. Running a toll road through Panhe and through the park raises serious questions under California Government Code Section 11135, Title VI of the Civil Rights Act of 1964 and its regulations, the public trust doctrine, and other state and federal civil rights and environmental laws. *See generally* Robert García and Erica Flores Baltodano, *Free the Beach! Public Access, Equal Justice, and the California Coast*, 2 Stanford Journal of Civil Rights and Civil Liberties 143, 177-90 (2005).

Thus, for example, the proposed toll road raises serious concerns under the disparate impact standard under Title VI and its regulations and California Government Code section 11135. (The standards are discussed in *Free the Beach* at 185-90.)

1. The Acjachemen people will lose a sacred site, burial ground, and ceremonial site. No one else will.
2. There is no business necessity to justify the destruction of Panhe. "[N]umerous alternative alignments are feasible, and could be found consistent with the Coastal Act." Staff report at 10.
3. There are less discriminatory alternatives to running the toll road through Panhe and San Onofre State Beach. The toll road can be placed somewhere else where it does not destroy sacred Native American sites.

Under the intentional discrimination standard:

1. The impact of the toll road would disproportionately impact the Acjachemen people, as discussed above.
2. There is a history of discrimination against the Acjachemen people and other Native Americans. "The evidence is plain, and in fact, not disputed, that after [the United States] acquired California, and as a result of the great influx of white people, the Indian communities were disrupted and destroyed, many of their members were killed, and those remaining were largely scattered throughout the state, and their tribal or band origin generally lost." *Thompson*

v. U.S., 8 Ind. Cls. Comm. 1, 17 (1959). See generally Kimberly Johnston-Dodds, *Early California Laws and Policies related to California Indians* (California Research Bureau September 2002); Betty Rivers, *The Pendleton Coast District: An Ethnographic and Historic Background* (undated typescript on file with The City Project). See also William B. Secrest, *When the Great Spirit Died: The Destruction of the California Indians 1850-60* (2003); Robert F. Heitzer, ed., *The Destruction of California Indians: A collection of documents from the period from 1847 to 1865 in which are described some of the things that happened to some of the Indians of California* (rev'd ed. 1993); Clifford E. Trafzer & Joel R. Hyer, eds., *Exterminate Them!: Written Accounts of the Murder, Rape, and Enslavement of Native Americans during the California Gold Rush* (1999).

There are 3. substantive and 4. procedural irregularities in the process of seeking approval for the proposed toll road. For example, the September 2007 staff report concludes at page 10 that "No measures exist that would enable the proposed alignment to be found consistent with the Coastal Act. However, numerous alternative alignments are feasible, and could be found consistent with the Coastal Act"

5. There is a pattern of discrimination against the Acjachemen people, as demonstrated above.
6. Decision makers know of the impact against the Acjachemen people.

We look forward to discussing these matters with you.

Signature on File

Rebecca Robles
Coordinator
United Coalition to Protect Panhe

Robert Garcia
Executive Director and Counsel
The City Project

Angela Mooney D'Arcy
Policy Director
The City Project



Surfrider Foundation

California Coastal Commission
45 Fremont Street
Suite 2000
San Francisco, CA 94105-2219

October 4, 2007

RE: San Onofre State Beach and Trestles

To California Coastal Commissioners:

As representatives of the worldwide surfing community, the Surfrider Foundation International Affiliates strongly oppose the extension of the Foothill-South Toll Road (SR 241). If constructed, this project will profoundly compromise the popular San Onofre State Beach, including Trestles beach, and the San Mateo Campground. We understand that not only is this one of the last areas of coastal land available to the public in Southern California, but it is also the location of the historic and irreplaceable Trestles beach. This important coastal resource needs to be protected at all costs.

Trestles is a world-renowned surfing destination due to the unique formation of the surfing waves and the popularity of the World Championship Tour which is broadcast to surf-enthusiasts worldwide. This historic surf break is at risk of damaging and depleting the wave formation by altering the natural sediment flow of the San Mateo Creek. We are also concerned that polluted runoff from the road will impact the pristine water quality at Trestles beach. This toll road project will destroy the unique coastal wilderness experience at Trestles that cannot be found anywhere else in Southern California, a region that is one of the most popular surf destinations in the world. Not only will the road diminish the beauty and integrity of the California coastline, but it will fundamentally set a dangerous precedent for the California State Park system by allowing encroachment on the park resources. We've also been informed that is worrisome that this road will devastate wildlife habitat and ultimately create urbanization and poorly planned development.

Surfers from around the world are great travelers so we ask that you please protect San Onofre State Beach by opposing the Foothill-South Toll Road. Visitors from



other countries rely on the Park for vacations and recreation, and we ask for your help to protect it.

Yours Faithfully,

Signature on File

Laura Marin
Treasurer
Surfrider Foundation Argentina

Shu Tokunaga
Vice President
Surfrider Foundation Japan

Chris Tola
Chair
Surfrider Foundation Australia

Paula Pijoan
Chair
Surfrider Foundation Tijuana (Mexico)

Sergio Mello
Executive Vice President
Surfrider Foundation Brazil

Alberto Figari
Chair
Surfrider Foundation Lima (Peru)

Adrian Nelson
Chair
Surfrider Foundation Vancouver (Canada)

Stephane Latxague
Executive Director
Surfrider Foundation Europe



765 University Avenue
Sacramento, California 95825
Tel: 916-649-7600
Fax: 916-649-7667
www.audubon.org

October 3, 2007

Chairman Patrick Kruer
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

Delivered by telefax to: 415-904-5400

RE: Foothill Transportation Corridor-South (San Onofre State Beach):
Opposition to Coastal Consistency Certification (CCC-018-07)

Dear Chairman Kruer and Honorable Commissioners:

On behalf of Audubon California, our 48 local chapters and 50,000 members statewide we write in strong opposition to the Consistency Certification for the proposed Foothill-South Toll Road ("Project"). This letter submits additional information pertaining to Audubon's concern and commitment to the state parks system and the specific values for birds and their habitats that would be impacted by the Project. It is intended as a supplementary comment to our earlier communication on the Project in our letter of September 17, 2007 co-signed by Audubon California and nine other environmental representatives.

Audubon is dedicated to protecting birds and other wildlife and the habitat that supports them. Based on our detailed review and long history of engagement in the Project, its bird related impacts present a significant and unacceptable threat to California's environment, especially in the area within the jurisdiction of the California Coastal Commission. We concur with the staff recommendation that the Project fails any objective examination of consistency with the intent of the California Coastal Act.

The Project will harm San Onofre State Beach. If the Project is built over 60% of the San Onofre State Beach, an important unit of the California State Parks system will need to be abandoned. This is simply unacceptable as public policy. Audubon members and thousands of others from southern California and beyond find recreation and enjoyment at this unique park. The park and the surrounding environment is a valued place for birdwatching, hiking, swimming and other outdoor activities. Introducing the noise, congestion and habitat disturbance through the construction and operation of the Project will essentially render the park useless as a recreational resource.

Audubon California sees our state parks not only for the habitat they provide for birds and other wildlife, but as places where millions of Californians learn about our natural heritage. The relationship between Audubon and California State Parks goes back to the 1960's when the state began to identify and prioritize the protection of key natural areas for their scenic, natural, historical and recreational potential. Since then we have partnered on many conservation and education projects, with Audubon contributing not just funding, but technical support and

volunteers as well. To help provide long-term financial assistance to our state parks Audubon California last month established an endowment to support conservation, restoration and public outreach projects on these important landscapes. Our initial contribution to the endowment is \$700,000 and we pledge to continue to increase the endowment through ongoing fundraising.

Audubon California's enduring commitment to our state parks is real and growing. The Project violates the very integrity of our parks system and harms the investment we are making toward building an even better parks system for the future.

The Project will harm the Southern Orange County Important Bird Area. The Project will adversely impact one of California's most important habitats for birds as determined by Audubon's ongoing scientific analysis of avian values, a part of a global ornithological effort led by Birdlife International. Through a process of scientific peer review Audubon California has designated 148 Important Bird Areas (IBA's) in California. The Southern Orange County IBA, which incorporates the Project area, ranks third in importance among all designated sites in the state.

Important Bird Areas are sites that provide essential habitat for one or more species of birds and they include sites for breeding, wintering, and/or migrating species. IBA's may be a few acres or thousands of acres, but usually they are discrete sites that stand out from the surrounding landscape. IBA's may include public or private lands, or both, and they may be protected or unprotected.

To qualify as an Important Bird Area, sites must satisfy at least one of the following criteria. The site must support:

- Species of conservation concern (e.g. threatened and endangered species)
- Restricted-ranges species (species vulnerable because they are not widely distributed)
- Species that are vulnerable because their populations are concentrated in one general habitat type or biome
- Species, or groups of similar species (such as waterfowl or shorebirds), that are vulnerable because they occur at high densities due to their congregatory behavior

The high ranking afforded the Southern Orange County Important Bird Area is due to the abundance of sensitive bird species found there. This entire IBA comprises almost 50,000 acres of a grassland/oak/riparian belt along the base of the foothills in southern Orange County between the residential developments of Mission Viejo and Rancho Santa Margarita and the San Diego County border. Its most sensitive resources have been intensively studied and mapped through California's Natural Communities Conservation Plan (NCCP), and summarized by the Conservation Biology Institute.

The Southern Orange County Important Bird Area includes four distinct subregions: Arroyo Trabuco in the north, Chiquita and San Juan Watershed in the center, and San Mateo Watershed along the San Diego Co. border. We believe San Mateo Creek is probably the most pristine coastal stream south of the Santa Monica Mountains. This area stands as the last remaining large, intact example of the coastal southwestern California ecosystem currently available for conservation acquisition. Much of the higher-elevation habitat, such as mixed evergreen woodland (Canyon live oak/Big-cone Douglas-fir) is protected by the USDA Forest Service (Cleveland National Forest), though significant blocks of lowland habitats such as coastal sage scrub and oak-sycamore riparian exist on the Starr Ranch Sanctuary (Audubon California) and Caspers Regional Park (Orange County).

Based on remaining habitat, the Southern Orange County Important Bird Area is believed to support at least 50% of the remaining global population of San Diego Cactus Wren, the race endemic to Orange and San Diego Counties and Baja California and 15-25% of the remaining United States population of Coastal California Gnatcatcher. Other sensitive species such as the Southwestern Willow Flycatcher and the Grasshopper Sparrow still maintain small breeding populations here. These, as well as a diverse wintering raptors community, including Burrowing Owls have been nearly extirpated from the coast of southern California. The IBA is of critical importance for the few remaining pairs of Golden Eagles left in Orange County. Some of the unique microhabitats used by birds include alkali marshes along Chiquita Canyon that support hundreds of Tricolored Blackbirds.

Many of these bird related values in the Southern Orange County Important Bird Area are a direct result of high quality habitat values of San Mateo and San Onofre Creeks, two of the healthiest, unimpaired streams in southern California. The mouth of San Mateo Creek, part of which is protected as the San Onofre State Beach, provides significant intact riparian habitat for a variety of both breeding and migrating bird species. In particular, Least Bell's Vireo, a federally and state listed endangered species, breeds here and is just one of 20 sensitive species observed within San Mateo Creek, many of which are found on state park property.

Sensitive bird species occurring within the entire Southern Orange County Important Bird Area

Least Bittern
Northern Harrier
Ferruginous Hawk
Golden Eagle
*Western Snowy Plover**
California Spotted Owl
Burrowing Owl
Long-eared Owl
*Southwestern Willow Flycatcher**
Loggerhead Shrike
*Least Bell's Vireo**
Purple Martin
Cactus Wren
*Coastal California Gnatcatcher**
Swainson's Thrush
Yellow Warbler
Yellow-breasted Chat
Sage Sparrow
Grasshopper Sparrow
Tricolored Blackbird
Yellow-headed Blackbird

*Threatened or endangered species

The Project will adversely impact the Coastal California Gnatcatcher. Coastal sage scrub is breeding habitat for the Coastal California Gnatcatcher, a threatened species under the federal Endangered Species Act. This bird's limited range, extending north from Mexico's Baja California to coastal southern California, and its specific habitat requirements, make it vulnerable and a high conservation priority for Audubon and others for over

fifteen years. Burgeoning human populations have fragmented and destroyed suitable habitat for this species in southern California so that it was federally-listed as a threatened species in 1993.

Even in the early 1900's, Gnatcatcher populations was described as being scarce and irregularly distributed but by the 1940's habitat was noticeably reduced. In the United States the loss of coastal sage scrub habitat has been estimated to be as much as 70-90%, with approximately 33% lost since 1993. The Coastal California Gnatcatcher's preferred habitat coincides with lands that possess high development value (coastal, low-elevation, shallowly sloped or level lands), thus it is no wonder that habitat loss is the main threat facing the species. Coastal sage scrub habitat is now considered one of the most endangered habitats in the U.S.

The decision to list the Gnatcatcher precipitated legislation in California that protects natural communities while allowing continued economic growth. The implementation of this initiative, known as the Natural Community Conservation Planning (NCCP) program, continues to hinge on the conservation of the Coastal California Gnatcatcher. To date, six NCCP plans have been approved, conserving 36,279 acres of coastal sage scrub habitat. However, the Project proponent (TCA) has not participated in the southern sub-region NCCP planning process.

Most habitat used by the Gnatcatcher is under private ownership. In 2000, the U.S. Fish and Wildlife Service designated 13 critical habitat units, 83% of which was on private lands. Survey protocols have been standardized and long-term monitoring programs implemented to answer research needs and evaluate the effectiveness of some management efforts. Cowbirds are trapped in areas inhabited by Gnatcatchers. Habitat restoration is also done as a mitigation effort by developers. It usually takes four years for Gnatcatchers to return and begin nesting at a restored site. Truly effective restoration efforts have to be part of the larger management plans of the NCCP process, not piecemeal attempts at mitigating unrelated projects.

Proponents concede that the Project will impact at least 49.75 acres of coastal sage scrub in the coastal zone alone, including three California Gnatcatcher use areas of undefined acreage. The only specific mitigation proponents offer to offset the loss of this habitat is the utilization of coastal sage scrub "credits" in the agency's Chiquita Canyon Conservation Bank, located in a conservation area far inland of the coastal zone. We believe this inland location cannot replace the unique values to the Coastal California Gnatcatcher, which are derived from a maritime location. These values include higher reproductive rates, lower winter mortality, and greater resistance of the coastal sage scrub to "type conversion" to weedy species as a result of drought, fire, and exotic species invasions. Thus, even if habitat preservation and restoration occurred inland, it would not compensate for the elimination of distinctive *coasta*/resources nor change the fact that a major disruption of the coastal sage scrub within the coast zone had occurred. There is no evidence supporting the need for additional restoration in the Chiquita Canyon Conservation Bank. Much of the existing grassland areas, while they do not possess high quality coastal sage scrub values nonetheless have a significant value to other species and are themselves candidates for native grassland restoration.

In addition to the adverse and unacceptable impacts of the Project on the Southern Orange County IBA and the Coastal California Gnatcatcher the Project will also increase the threats to other highly sensitive species and protected species including the Pacific pocket mouse, the arroyo toad, tidewater goby and the Southern steelhead.

In conclusion Audubon California stands in strong opposition to the Project and we urge the California Coastal Commission to object to the consistency certification. If allowed to be built the Project will severely diminish an area of spectacular value for birds and their habitat and destroy a park of great significance to the public of southern California and beyond. It is clear that far less damaging alternatives exist to meet the transportation needs of a growing human population. To reiterate, the Project violates the very integrity of our parks system and harms the investment Audubon California is making toward building an even better parks system for the future. Sacrificing this park within the Coastal Zone and beyond is clearly not in the public interest. Please deny the consistency certification for the Project.

Thank you for your consideration of our views.

Signature on File

Glenn Olson
Executive Director



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September 20, 2007

Patrick Kruer, Chair
California Coastal Commission
45 Fremont Street Suite 2000
San Francisco, CA 94105-2219

Re: San Onofre State Beach Toll Road Proposal -- REJECT

Dear Commissioner Kruer:

The California Council of Land Trusts urges you to reject the Coastal Zone Management Act consistency certification request before the Commission regarding construction of a proposed Orange County toll road through San Onofre State Beach.

California's 278-unit state parks system contains some of the most unique natural, cultural and historical resources in the country. Throughout the state park system, residents have access to stunning coastal resources, ancient redwoods, desert landscapes, and more.

San Onofre State Beach is the 5th most visited of this California state parks system. San Onofre provides numerous low-cost recreational opportunities for over 2.5 million visitors each year, while its two campgrounds provide affordable overnight coastal accommodations for over 160,000 visitors annually.

Unfortunately, the current alignment of the proposed extension of the 241 Toll Road being forwarded by the Orange County Transportation Corridors Authority cuts right through San Onofre State Beach parkland. As a consequence, State Parks has concluded that the toll road would become the dominant feature of the inland portion of the park and would likely force DPR to abandon nearly 60% of San Onofre.

In addition, the proposal will destroy one of Southern California's remaining stretches of coastal wild lands, degrade water quality and change wave patterns at one of the most famous surf spots in the world. The construction of the toll road will destroy unique habitat for eleven threatened and endangered species and drive at least three species toward extinction.

For generations, California's residents have invested their time, money and resources into developing state parks that serve as places of natural beauty, and quiet places of refuge and rejuvenation for visitors from throughout the state and the world. Building roads through parks is wholly inconsistent with this mission and the clear message from President Nixon, Governor Reagan, and the California Legislature that San Onofre is to forever remain a state park.

The proposal by the Transportation Corridor Agencies (TCA) to build the Foothill-South Toll Road through San Onofre State Beach is inconsistent with the Coastal Act and the desire of California's leaders and residents. For these reasons, we urge you to protect San Onofre State Beach and deny consistency to the TCA's Foothill-South Toll Road application.

Signature on File

Darla Guenzler, Ph.D.
Executive Director



California Cultural Resource Preservation Alliance, Inc.

P.O. Box 54132
Irvine, CA 92619-4132

An alliance of American Indian and scientific communities working for
the preservation of archaeological sites and other cultural resources.

September 18, 2007

Patrick Kruer, Chair
California Coastal Commission
45 Fremont Street Suite 2000
San Francisco, CA 94105-2219

Dear Mr. Kruer:

This letter is in regard to the TCA's application for the proposed toll road through San Onofre State Beach. We know that you will receive many letters in opposition to the proposed toll road alternative that will be built right through the middle of the park. These letters describe the wonderful environmental qualities of the campground and the outstanding surf that has made the Trestles surf break an important heritage resource. We appreciate these natural and heritage resources and lend our support to their preservation, however, we wish to express our concern regarding a significant heritage resource that will be impacted by the proposed toll road, the ethnohistoric and ethnographic village and cemetery of *Panhe* and the associated archaeological sites that comprise the San Mateo Archaeological District.

The archaeological site of *Panhe* and the associated archaeological sites (District) have been determined to be eligible for inclusion in the National Register of Historic Places under Criteria A and D. The District is eligible under Criterion A due to its contribution to broad and specific patterns of Juaneño history and under Criterion D due to its potential to provide important information regarding the prehistory of coastal southern California. Most important, however, is that *Panhe* is considered to be a sacred place by the Juaneño/Acjachemen Indians and is listed on the Sacred Sites Registry of the Native American Heritage Commission. The proposed toll road alternative will place pylons within the District that will support a toll road running over the sites. This will affect the values represented by the sacred site and Criterion A designations that are impossible to mitigate. It is tantamount to having a freeway over pass over Forest Lawn.

Although the Juaneño/Acjachemen descendants are fully integrated participants in modern society, it should be recognized that religion and traditional beliefs and practices persist even into our contemporary period, which otherwise has witnessed substantial changes in the lifeways of indigenous peoples. Like many other Native Americans, the Juaneño/Acjachemen suffered staggering losses of so much of their ancient way of life. Please do not approve this project which will adversely affect the last remaining ethnographic village and cemetery where the Juaneño/Acjachemen can recall their roots and practice traditional ceremonies.

Signature on File

Patricia Martz, President

cc: Mark Delaplaine



CALIFORNIA PARK & RECREATION SOCIETY

7971 Freeport Blvd • Sacramento, CA 95832-9701 • 916/665-2777 • Fax 916/665-9149

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September 19, 2007

Patrick Krueger, Chair
California Coastal Commission
45 Fremont Street Suite 2000
San Francisco, CA 94105-2219

RECEIVED
OCT 01 2007
CALIFORNIA
COASTAL COMMISSION

Re: Proposed Toll Road through San Onofre State Beach
COPY PROVIDED TO COASTAL COMMISSION STAFF

Dear Commissioner Krueger:

On behalf of the California Park & Recreation Society (CPRS) and our 4000 members representing 535 park and recreation agencies in the state, I am writing to urge you to reject the Coastal Zone Management Act consistency certification regarding construction of a proposed Orange County toll road through San Onofre State Beach.

The proposal by the Transportation Corridor Agencies (TCA) to build the Foothill-South Toll Road through San Onofre State Beach is inconsistent with the Coastal Act. The proposal will destroy one of Southern California's remaining stretches of coastal wild lands, degrade water quality and change wave patterns at one of the most famous surf spots in the world. The construction of the toll road will destroy unique habitat for eleven threatened and endangered species and drive at least three species toward extinction.

We oppose this action as the San Onofre State Beach provides numerous low-cost recreational opportunities for over 2.5 million visitors each year- making it one of the most popular state parks in the 278-park system. San Onofre's two campgrounds provide affordable overnight coastal accommodations for over 160,000 visitors each year. The proposed toll road will cause the closure of the San Mateo Campground and create even more pressure for affordable, overnight coastal access in southern California.

In addition to providing numerous recreational opportunities and protecting invaluable natural resources, San Onofre State Beach is also home to the Village of Panhé, located on the banks of San Mateo Creek. Members of the Juarcño/Acjachemen people claim the Village as an ancestral site, which has been used for ceremonial purposes and as a re-burial site. It is wrong to disturb this site.

I urge you to protect San Onofre State Beach and deny consistency to the TCA's Foothill-South Toll Road application.

Sincerely,

Signature on File

September 18, 2007

Patrick Kruer, Chair
California Coastal Commission
45 Fremont Street, Suite 200
San Francisco, CA 94105-2119

Dear Mr. Kruer,

On behalf of Earth Day LA, I am writing to ask you to join us in opposing the proposed extension of the 241 Toll Road in Orange County.

This proposed toll road extension would endanger eleven federally protected species that live in the area. It would also cut through the Donna O'Neill Land Conservancy, which was created in 1990 as mitigation for development in nearby San Clemente. This toll road would also directly impact the San Mateo Creek as well as bifurcate the inland portion of the park.

The supposed 'Green' alignment being proposed by the FETCA raises so many issues and problems it is difficult to know where to begin a discussion. For instance, how often can we 'mitigate' impact to wildlife? The Donna O'Neill Land Conservancy was established as mitigation 17 years ago. Now, they want to cut through it, and promise that they will once again 'mitigate' the impact on wildlife. How many times can we keep mitigating our mitigations?

Another issue rises with the credibility of this County agency. When the 93 Toll Road was built, they made all sorts of promises about how they would handle runoff pollution. When all was said and done, millions of taxpayer dollars were spent fixing the inadequate measure they put into place. Now they say they have 'learned their lesson' but we have to wonder. It wasn't the TCA's money that was spent fixing the problem, but the taxpayers, are they going to not only pollute again, but stick taxpayers with yet another bill for their incompetence?

For these reasons, as well as a host of others, we oppose this toll road and ask you to do the same.

Signature on File

Jill Stewart
Executive Director
Earth Day LA

Cc: Mark DeLaPlane



Environment Now®

Patrick Kruer, Chair
California Coastal Commission
45 Fremont Street Suite 2000
San Francisco, CA 94105-2219

Re: San Onofre State Beach

Dear Mr. Kruer:

San Onofre State Beach is one of California's most visited State Parks, with over two million visitors to the beach portion each year, and over one hundred and sixty thousand visitors to the park's two campgrounds. The Transportation Corridor Agency's (TCA) plan to build a toll road right through the middle of the park will ruin its use and enjoyment for all of us, and for generations to come. *We urge you to vote to stop this damaging proposal when it comes before you in October.*

Environment Now is an activist non-profit foundation created in Southern California by Frank and Luanne Wells in 1989. Our mission is to be an active leader in creating measurably effective environmental programs to protect and restore California's environment. Our coastal program's objective is to eliminate pollution and stop degradation of California's coastal ecosystems. In 1993, Environment Now launched the Santa Monica Baykeeper, the first Waterkeeper in Southern California.

The proposed Foothill-South toll road in Orange and San Diego Counties is one of the most environmentally destructive transportation projects in California history. By running 4 miles down the length of San Onofre State Beach, the road would effectively destroy the interior of the park and close the San Mateo Campground. It would run through the Donna O'Neil Conservancy (previously set aside as mitigation for housing development), and drive at least three listed species (California gnatcatcher, arroyo toad, and Pacific pocket mouse) toward extinction. The good news is that there is a practical alternative – improving Interstate 5 and nearby streets.

Even the TCA's own engineers admit that construction of the road would require enormous changes in the surrounding land and to the creek itself. Such changes cannot help but affect wildlife and plants in the area, as well as the world-class surf at Trestles and the quality of the park in general.

This road will damage this important coastal wildlife and camping resource. I hope that you too, in your capacity as protectors of our coastline, will come to share that opinion. Please reject the application and protect the coast – according to the law – for generations to come.

Signature on File

Terry O'Day
Executive Director

DF

Diane Forte
Director of Sustainability Programs



The
City
Project

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January 11, 2008

Re: Save Panhe and Save San Onofre

Peter Douglas
Mark Delaplaine
Sara Townsend
California Coastal Commission staff
45 Fremont Street
Suite 2000
San Francisco, CA 94105-2219

Dear Mr. Douglas, Mr. Delaplaine, and Ms. Townsend:

We are writing on behalf of the United Coalition to Protect Panhe and The City Project regarding the campaign to save Panhe and San Onofre and stop the toll road. We have studied the staff report and recommendation on consistency certification CC-018-07-Th 19a. We appreciate the attention paid to Panhe and its significance to the Acjachemen people in that report. The destruction of Panhe would hurt not only the Acjachemen people but all the people of California and the nation.

We anticipate sending you more detailed public comments on or before January 17, 2008. We submit this letter to alert you to the issues we anticipate raising, and which we hope the staff report will address as well. Our preliminary analysis appears below.

United Coalition to Protect Panhe is a grass roots alliance of Acjachemen people working to protect the sacred Native American site of Panhe. The City Project works with diverse coalitions in strategic campaigns to shape public policy and law, and to serve the needs of the community as defined by the community. The City Project has long worked on equal access to the California Coast.

As you know, Panhe is an ancient Native American village, ceremonial site and burial ground located within San Onofre State Beach and the path of the proposed toll road. Panhe represents one of the most unique and important cultural, archaeological, and historical sites in southern California. Many Acjachemen tribal members can trace their lineage directly back to the Village of Panhe, which is estimated to be at least 8,000 years old. Panhe is listed on the Sacred Lands Inventory maintained by the Native American Heritage Commission and is part of the San Mateo Archaeological District, which is listed on the National Register of Historic Places.

Construction of the toll road would pass within feet of the village and cemetery, drastically interfere with traditional ceremonial uses, and severely and irreparably damage the sacred site. *Panhe is one of the few remaining Acjachemen sacred sites where the people can still gather for ceremony in an area that is secluded and exists in a pristine, natural state.*

Three Tribal Resolutions from the Juaneno Band of Mission Indians, Acjachemen Nation have been passed supporting the Tribe's full sovereign participation in any and all land and water use decisions likely to impact the Village of Panhe.

The proposed toll road would impact Native American access and ability to practice their religion. The toll road will impair their freedom of religion, freedom of association, and beach access rights under the First Amendment and parallel state constitutional protections.

The toll road would also discriminate against the working poor with limited or no access to a car, people of color, and low income communities in several ways. These communities disproportionately cannot afford to pay tolls for commuter or recreational travel. The toll road through the park would also disproportionately deprive them of affordable world class recreation and access to a public beach. San Onofre provides such opportunities at the San Mateo Campground, on hiking trails, and through surfing at Trestles.

With all due respect, the proposed toll road extension raises serious legal and policy issues beyond those addressed in the September 2007 staff report. Running a toll road through Panhe and through the park raises serious questions under California Government Code Section 11135, Title VI of the Civil Rights Act of 1964 and its regulations, the public trust doctrine, and other state and federal civil rights and environmental laws. *See generally* Robert Garcia and Erica Flores Baltodano, *Free the Beach! Public Access, Equal Justice, and the California Coast*, 2 Stanford Journal of Civil Rights and Civil Liberties 143, 177-90 (2005).

Thus, for example, the proposed toll road raises serious concerns under the disparate impact standard under Title VI and its regulations and California Government Code section 11135. (The standards are discussed in *Free the Beach* at 185-90.)

1. The Acjachemen people will lose a sacred site, burial ground, and ceremonial site. No one else will.
2. There is no business necessity to justify the destruction of Panhe. "[N]umerous alternative alignments are feasible, and could be found consistent with the Coastal Act." Staff report at 10.
3. There are less discriminatory alternatives to running the toll road through Panhe and San Onofre State Beach. The toll road can be placed somewhere else where it does not destroy sacred Native American sites.

Under the intentional discrimination standard:

1. The impact of the toll road would disproportionately impact the Acjachemen people, as discussed above.
2. There is a history of discrimination against the Acjachemen people and other Native Americans. "The evidence is plain, and in fact, not disputed, that after [the United States] acquired California, and as a result of the great influx of white people, the Indian communities were disrupted and destroyed, many of their members were killed, and those remaining were largely scattered throughout the state, and their tribal or band origin generally lost." *Thompson*

v U.S., 8 Ind. Cls. Comm. 1, 17 (1959). See generally Kimberly Johnston-Dodds, *Early California Laws and Policies related to California Indians* (California Research Bureau September 2002); Betty Rivers, *The Penutleto Coast District. An Ethnographic and Historic Background* (undated typescript on file with The City Project). See also William B. Secrest, *When the Great Spirit Died: The Destruction of the California Indians 1850-60* (2003); Robert F. Heitzer, ed., *The Destruction of California Indians: A collection of documents from the period from 1847 to 1865 in which are described some of the things that happened to some of the Indians of California* (rev'd ed. 1993); Clifford E. Trafzer & Joel R. Hyer, eds., *Exterminate Them!: Written Accounts of the Murder, Rape, and Enslavement of Native Americans during the California Gold Rush* (1999).

There are 3. substantive and 4. procedural irregularities in the process of seeking approval for the proposed toll road. For example, the September 2007 staff report concludes at page 10 that "No measures exist that would enable the proposed alignment to be found consistent with the Coastal Act. However, numerous alternative alignments are feasible, and could be found consistent with the Coastal Act"

5. There is a pattern of discrimination against the Acjachemen people, as demonstrated above.
6. Decision makers know of the impact against the Acjachemen people.

We look forward to discussing these matters with you.

Sincerely,

Signature on File

Rebecca Robles
Coordinator
United Coalition to Protect Panhe

Robert Garcia
Executive Director and Counsel
The City Project

Angela Mooney D'Arcy
Policy Director
The City Project

Environmental Justice Coalition for Water

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September 27th, 2007

Patrick Kruer, Chair
ATTN: Mr. Mark Delaplaine
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

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OCT 01 2007

CALIFORNIA
COASTAL COMMISSION

**RE: Foothill-South Toll Road CZMA Consistency Certification (Hearing Date, Oct. 11, 1007) –
OPPOSITION**

Dear Chairperson Kruer and Members of the Commission:

On behalf of the Environmental Justice Coalition for Water (EJCW), I am writing to urge you to oppose the Foothill-South Toll Road CZMA Consistency Certification. EJCW is a coalition of more than 60 community based and non-profit organizations working to ensure that low-income and communities of color have access to safe, affordable water resources for all beneficial uses including drinking water, cultural uses, subsistence fishing, and recreation.

The Coastal Zone Management Act (CZMA) protects cultural, historical and habitat resources along the coast, which are of great importance to environmental justice communities. Due to the severe impacts to these resources from the proposed Foothill-South toll road, the Commission must find inconsistency with the CZMA.

Access to sacred and ceremonial sites is a critical environmental justice issue for Native American Tribes throughout California. The Coastal Commission must not overlook the impact on the Native American ceremonial sites, in particular, Panhe, a 1000-year-old village site sacred to the Acjachemen and Juaneno people. Native American Tribes should not have to pay with their culture for a public project.

As a public agency, the Coastal Commission must ensure no projects violate the basic principles of environmental justice. According to California Government Code Section 65040.12, environmental justice is defined as “the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulation, and policies.”

Construction of the toll road would pass within feet of the village and cemetery, drastically interfere with traditional ceremonial uses, and severely and irreparably damage the sacred site. In addition, the toll road would increase public access to the village and surrounding cultural and archaeological districts, and consequently increase the potential for looting and vandalism.

Environmental Justice Coalition for Water

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The toll road would have devastating consequences for the Native American sacred site, burial ground and ancient village Panhe and would seriously impair the ability of the Acjachemen people to practice their traditional cultural and religious ceremonies.

Panhe is one of the few remaining Acjachemen sacred sites where the people can still gather for ceremony in an area that is secluded and exists in a pristine, natural state. The impacts of toll road construction toll road would impinge on the religious freedom of the Tribes and prevent them from conducting their ceremonies without interference.

Specifically, the toll road would:

- Come within feet of the Acjachemen village and cemetery, thus severely and irreparably impacting the ceremonial use of the site. Currently the site is in a pristine natural state, the stars are easily visible at night and the noise level is generally low. However, if the toll road is built, the integrity of the site will be compromised and it will be difficult for Acjachemen people to engage in traditional religious practices at the site.
- Increase public access to the village and surrounding cultural and archaeological districts, and consequently increase the potential for looting and vandalism. *According to the toll road's own EIR, impacts to the San Mateo Archeological District "will be adverse, and cannot be mitigated to below a level of significance."*

The impacts of the proposed toll road on the sacred site and traditional cultural district of Panhe cannot be overlooked. By its own study the toll road will not significantly alleviate traffic between San Diego and Los Angeles. The long term impact of the toll road will not be decreased traffic, it will be increased development. If the toll road is built, it is only a matter of time before more and more of the land within this traditional cultural district will be developed, leaving the Juaneno people with fewer and fewer places to engage in traditional cultural practices.

It is of utmost importance that sacred sights are respected and protected and that environmental justice is upheld within the California Coastal Commission. Please protect Panhe and San Onofre State Beach by opposing the Foothill South Toll Road.

Signature on File

Michael Preston

Environmental Justice Coalition for Water (EJCW)



September 20, 2007

Patrick Kruer, Chair
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2218

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Dear Chairman Kruer and Commission Members:

The Friends of Harbors, Beaches and Parks is a ten year old non-profit organization interested in preserving parks, open space and the valuable habitats and ecosystems in Orange County and beyond.

One of the most seriously damaging proposed road projects in this area is the extension of the Foothill Toll Road through San Onofre State Park. We urge you to vote to stop this damaging proposal when it comes before you on October 11.

This is an old idea which is out of line with current efforts to save and restore our river and park systems. Earlier this year, the American Rivers organization declared San Mateo Creek the second most "Endangered Waterway" in the United States, specifically because of the proposed toll road.

The Transportation Corridor Agency's own engineers admit that construction of the road would require enormous changes in the surrounding land, and to the creek itself, forever altering the natural water flow and sediment of the creek. All this while other agencies such as the Southern California Wetlands Recovery Project, an important 17 agency partnership to preserve and restore wetlands in the Southern California coastal area from Santa Barbara to San Diego, have recently provided funds for a fish ladder at the confluence of Interstate 5 and San Mateo Creek.

In addition to the egregious effect the toll road would have on the habitat, San Onofre is one of the most popular parks and beaches in the state. Since it was recognized as a State Beach in 1971, San Onofre has attracted surfers with its outstanding surf, quiet and accessible campground, and an environment that offers families the opportunity to experience the coast and nature in the middle of an otherwise overwhelmingly urban area.

Please help the growing consensus that this road is a bad idea and out-of-date idea.

Signature on File

✓ Jean H. Watt, President, FHBP



Juaneño Band of Mission Indians

RESOLUTION SUPPORTING THE PROTECTION OF PANHE AND THE TRIBE'S FULL SOVEREIGN PARTICIPATION IN ANY AND ALL LAND AND WATER USE DECISIONS LIKELY TO IMPACT THE ANCIENT ACJACHEMEN/JUANENO VILLAGE OF PANHE

WHEREAS, The Juaneno Band of Mission Indians, Acjachemen Nation is a sovereign Indian Nation exercising its powers of self-government through its Tribal and General Council,

WHEREAS, Panhe is an ancient Acjachemen/Juaneno Village, ceremonial site and burial ground that has recently come under threat from the proposed Foothill South Toll Road,

WHEREAS The proposed toll road would cause severe and irreparable damage to the Village of Panhe,

NOW, BE IT THEREFORE RESOLVED: That the Juaneno Band of Mission Indians, Acjachemen Nation asserts its sovereign right to be consulted on a respectful government-to-government basis on any and all land and water use projects likely to impact the Village of Panhe so that we may continue to fulfill our ancient stewardship obligations to this place to the best of our ability under the law.

BE IT FURTHER RESOLVED: That the Juaneno Band of Mission Indians, Acjachemen Nation supports the legal action brought by the Native American Heritage Commission to prevent the six-lane toll road from being built adjacent to Panhe.

BE IT FURTHER RESOLVED: That the Juaneno Band of Mission Indians, Acjachemen Nation also supports AB 1457 which would preserve the integrity of California state parks, including San Onofre State Beach where Panhe is located, by protecting them from damaging road development such as the proposed Foothill South Toll Road.



Juaneño Band of Mission Indians

Page 2
Resolution

CERTIFICATION

We, the undersigned officers of the Juaneno Band of Mission Indians, Acjachemen Nation, do, hereby certify that the foregoing Resolution was adopted by the Tribal and General Council on May 19, 2007 and such resolution has not been amended or rescinded in any way.

Signature on File

Chief and Chairman David Belardes

Mark Mendez, Vice Chairman

Christine Odgaard, Treasurer

Dawn Murphey-Secretary

Angie Montejano-Councilmember

Joyce Perry, Dir. Of Cultural Resources



ORANGE COUNTY
COASTKEEPER
EDUCATION / ADVOCACY / RESTORATION / ENFORCEMENT

3151 Airway Avenue, Suite K-110
Costa Mesa, CA 92626
Phone 714-850-1965
Fax 714-850-1592
Website: www.Coastkeeper.org

September 21, 2007

Chairman Patrick Krurer
California Coastal Commission
45 Fremont Street Suite 2000
San Francisco Ca. 94105

RECEIVED
SEP 24 2007
CALIFORNIA
COASTAL COMMISSION

**Re: Foothill South Transportation Corridor Coastal Consistency
Certification**

Dear Chairman Krurer and Commisioners,

Orange County Coastkeeper is a grassroots environmental organization with the mission to preserve, protect, and restore the coastal marine environment and watersheds of Orange County. We have reviewed the Coastal Consistency Certification and Analysis for the Foothill South Transportation Corridor submitted by the Transportation Corridor Authorities (TCA) and have the following comments:

1. Water quality is not adequately protected:

The water quality plan for the Foothill South Corridor is not well developed enough to ensure that water quality will not be degraded by the project. While TCA has focused attention on their planned detention basins and sand filters, These alone are inadequate to deal with the oil, grease, metals, trash and other pollutants that inevitably end up in the stormdrains. Conversations with CalTrans officials confirm that the TCA takes a build and run attitude toward road design. This is demonstrated by the improper installation of pollution controls on the San Juan Hills Tollroad where the filters the TCA installed eventually had to be removed due to frequent clogging and malfunctions leaving the environment at risk. Another example is the 261 toll road where the TCA designed the toll road so that dewatering must occur to keep it from breaking up rather than using a more expensive method that would "float" the road. This faulty design has resulted in thousands of gallons a day of water that is high in nitrate and selenium being discharged into Newport Bay, degrading Peters Canyon and San Diego Creek along the way and threatening wildlife and public recreation in all three waterbodies. Additionally the water quality plan does not adequately address the erosion that will occur in the cut and fill areas along the road. Planted vegetation, rather than natural vegetation, does not grow back to a point where it protects the soil from erosion. Additionally there is a void of controls designed for the bare ground underneath the elevated portions of the road.

2. Endangered species are not adequately protected:

Within the coastal zone, San Mateo Creek is home to three aquatic endangered species, the Arroyo Toad, Steelhead Trout, and Tidewater Goby. All of these species are very dependant on good water quality to survive. As an amphibian, the

Arroyo Toad spends a significant portion of its life in the water. Metals such as copper from brake pads and zinc from tires along with oil and grease are devastating to aquatic species and a direct threat to all freshwater and marine organisms. The building of a high capacity freeway adjacent to the creek will result in higher levels of metals in the creek and further threaten the Arroyo Toad. Steelhead trout are a migrating fish which must transit the Coastal Zone of the creek both to spawn upstream and to move into the ocean to feed. Since San Mateo Creek is an ephemeral stream that can only be transited during the rainy season, these fish are particularly vulnerable to the road pollutants that will be present in weather flows that bypass the planned pollution controls that are designed to only treat small amounts of runoff effectively. The added sediment created from both the multi-year construction period and from erosion caused by storm events after completion will present a serious threat to the small run present in this stream. The Tidewater Goby will be affected by the siltation discussed above, but additionally, will suffer from an absolute loss of habitat through wetlands destruction as part of the project.

3. Coastal Wetlands will be lost

Coastal wetlands are one of the most endangered habitats in California. This project will result in the filling of coastal wetlands and habitat loss. This is a violation of section 30233(a) of the Coastal Act as this fill is not part of an incidental public service purpose, there are feasible alternatives, and the proposed mitigation is insufficient. An incidental public service would be repairs or other minor alterations to an existing structure. The building of a six lane highway is hardly incidental. There are many feasible alternatives including widening the San Diego Freeway or choosing another route that more directly services the people who desire the tollroad such as the Pico Avenue route. The TCA proposes mitigation by creating wetlands in the San Juan Creek watershed. This not only does not replace the loss of the coastal wetlands taken but moves the wetlands to a completely different watershed from the one being destroyed.

In conclusion our analysis shows that the Foothill South Tollroad Coastal Consistency Certification and Analysis for the Foothill South Transportation Corridor is not consistent with the California Coastal Act and that the TCA should go through the full Coastal Development Permit process on order to protect the coastal resources in the project area

Signature on File

Garry Brown
Executive Director
Orange County Coastkeeper

September 18, 2007

Patrick Kruer, Chair
California Coastal Commission
45 Fremont Street, Suite 200
San Francisco, CA 94105-2119



Dear Mr. Kruer,

In my capacity as Executive Director of People for Parks, I am writing to express our opposition to the proposed extension of the 241 Toll Road.

People for Parks opposes this toll road because of the impact it would have upon San Onofre State Beach. Over 2 million people per year visit this beach, and over 160,000 visit the park's two campgrounds each year. The busiest campground, San Mateo, is located within throwing distance of the proposed path of the toll road!

Further, Trestles Beach is the only North American continental location of a World Championship surfing competition. The proposed toll road would cause severe changes to the pathway and water flow of the San Mateo Creek, which would in turn directly impact the sedimentation and surf of the beach area. TCA promises that it won't impact the waves, but they also promised to build an environmentally sound 93 Toll Road, and failed.

The bottom line is that the proposed 241 Extension would have tremendous negative impact on the ability of millions of Californians to enjoy one of our best State Beaches and parks. By allowing this toll road to be built, we will be telling millions of average, every-day Americans that they are less important than people who can afford to pay hefty every-day tolls to use this road. People for Parks do not believe that is the right message to send, and so we oppose this toll road.

Signature on File

Jim Stewart
Executive Director
People for Parks

Cc: Mark DelaPlane



Promoting Professionalism In California State Parks

P.O. Box 10606, Truckee, CA 96162 • 530.550.1268 • www.cspra.com

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September 21, 2007

Mr. Patrick Kruer, Chair
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, California 94105

Re: Proposed Foothill-South Toll Road

Dear Commissioner Kruer:

The California State Park Rangers Association urges you to reject the application for the proposed Foothill-South Toll Road in Orange County. The proposed toll road would irrevocably harm San Onofre State Beach and would violate the provisions of the Coastal Zone Management Act.

San Onofre State Beach provides vital low-cost public access to the coast, including low-cost accommodations. Each year, millions of visitors come to the park to enjoy its scenic beauty and outstanding natural and cultural resources. The proposed project would reduce habitat for 11 special status species. The park is a sacred site for Acjachemen people. It is a statewide treasure that would be destroyed by this proposed project.

The California State Park Rangers Association is a professional organization of hundreds of State Park employees and retirees from all classifications within State Parks. We respectfully ask you to consider the future of San Onofre State Beach and reject the consistency application of the proposed project.

Sincerely,

Gail Sevens
President

CC: California Coastal Commission staff



SAN DIEGO AUDUBON SOCIETY

4891 Pacific Highway, Suite 112 • San Diego, CA 92110 • 619/682-7200 • Fax 619/682-7212

September 28, 2007

Patrick Kruer, Chair California Coastal Commission
45 Fremont Street
Suite 2000
San Francisco, CA 94105-2219

c/o: Mark Delaplaine

Dear Chairman Kruer

SUBJECT: Foothill Transportation South (FTC-S), Item TH19a on Coastal Commission
Agenda for October, 2007

The San Diego Audubon Society strongly opposes the proposed alternative for the Subject project and urges that the Commission support the recommendation of the staff to not approve the project application and the Consistency Determination.


This design, and its ridiculous rationale for claiming that is the most environmentally sensitive alternative, are completely out of touch with the value of our coastal resources. The project conflicts with the Coastal Act in terms of impacts to Environmentally Sensitive Habitat Areas, Wetlands, Public Access and Recreation, Public Views, Surfing, Water Quality, Archaeological Resources, and Energy and Vehicle Miles Traveled. It is difficult to image a project alternative that could be less compatible.

The staff report has demonstrated clearly and undeniably that the project is inconsistent with the Coastal Act and that more appropriate alternatives are available. The quicker this project is unambiguously rejected, the sooner the Foothill/Eastern Transportation Corridor Agency will be able to return to the drawing board to seek a realistic approach to managing the traffic congestion problem.

Please vote to protect our coast from this grossly inappropriate project.

In case of questions or follow-up, the undersigned can be reached at 619-224-4591 or peugh@cox.net.

Signature on File

 James A. Peugh
Conservation Committee Chair



save MOUNT DIABLO

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Walnut Creek, CA 94596
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Fax: (925) 947-0642

Website
www.savemountdiablo.org

Founders
Arthur Bonwell
Mary L. Bowerman

September 20, 2007

Patrick Kruer, Chair
California Coastal Commission
45 Fremont Street Suite 2000
San Francisco, CA 94105-2219

Re: Proposed Toll Road through San Onofre State Beach
COPY PROVIDED TO COASTAL COMMISSION STAFF

Dear Commissioner Kruer:

On behalf of the SAVE MOUNT-DIABLO and our 6,000 members and supporters, I am writing to urge you to reject the Coastal Zone Management Act consistency certification before you regarding construction of a proposed Orange County toll road through San Onofre State Beach.

The proposal by the Transportation Corridor Agencies (TCA) to build the Foothill-South Toll Road through San Onofre State Beach is inconsistent with the Coastal Act. The proposal will destroy one of Southern California's remaining stretches of coastal wild lands, degrade water quality and change wave patterns at one of the most famous surf spots in the world. The construction of the toll road will destroy unique habitat for eleven threatened and endangered species and drive at least three species toward extinction.

San Onofre State Beach provides numerous low-cost recreational opportunities for over 2.5 million visitors each year- making it one of the most popular state parks in the 278-park system. San Onofre's two campgrounds provide affordable overnight coastal accommodations for over 160,000 visitors each year. The proposed toll road will cause the closure of the San Mateo Campground and create even more pressure for affordable, overnight coastal access in southern California.

In addition to providing numerous recreational opportunities and protecting invaluable natural resources, San Onofre State Beach is also home to the Village of Panhé, located on the banks of San Mateo Creek. The Juareño/Acjachemen people claim the Village as an ancestral site, which has been used for ceremonial purposes and as a re-burial site.

I urge you to protect San Onofre State Beach and deny consistency to the TCA's Foothill-South Toll Road application.

Signature on File

Ronald Brown
Executive Director



Save Our Heritage Organisation

Saving San Diego's Past for the Future

2476 San Diego Avenue • San Diego CA 92110 • www.sohosandiego.org
619/297-9327 • 619/291-3576 fax

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Bruce Coons,
Executive Director

Patrick Kruer, Chair
California Coastal Commission
45 Fremont Street Suite 2000
San Francisco, CA 94105-2219

Dear Mr. Kruer:

The Transportation Corridor Agencies (TCA) plan to build a toll road directly through the middle of San Onofre State Beach that will ruin the park for generations to come. This park contains habitats of no less than eleven threatened and endangered species. The toll road will severely damage or destroy several Native American archaeological sites. The environmental and historical settings of the world famous Trestles Beach surf spot, the site of the first Christian baptism in California, and the remains of the 1880s ghost town of Forster would also be forever altered. The highway would cover 325 of the park's 2,000 acres in pavement.

Earlier this year, the mainstream environmental organization, American Rivers, declared San Mateo Creek to be the second most "Endangered Waterway" in the United States, specifically because of the proposed toll road. This creek is the home of several species of fish, including the endangered steelhead trout, arroyo chub, and unarmored threespine stickleback. Even the TCA's own engineers admit that construction of the road would require enormous changes in the surrounding land, and to the creek itself, forever altering the natural water flow and sediment of the creek. These proposed changes will destroy the beauty of one of our most precious state parks that are meant to be protected in perpetuity for the people of California.

We urge you to stop this egregiously destructive proposal when it comes to you in October.

Signature on File

Bruce Coons
Executive Director



Sonoma/Petaluma State Historic Park Association, Inc.

P. O. Box 1702 #36 East Spain Street

Sonoma, California 95476

(707) 939-9420

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SEP 24 2007

CALIFORNIA
COASTAL COMMISSION

September 21, 2007

Patrick Kruer, Chair
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

Dear Mr. Kruer,

As a State Parks cooperative association we are concerned about the proposed Foothill South Toll Road. San Onofre State Beach is the fifth most visited park in the state park system. It is one of the last relatively unspoiled coastal camping opportunities in Southern California.

The 6-lane Foothill South Toll Road would bisect the park, impacting 60% of the park's acreage, closing the most popular campground, endangering delicate ecosystems and wildlife, threatening Native American burial grounds, disrupting the watershed and endangering the world-class quality surf at Trestles.

Please STOP THE TOLL ROAD and keep from ruining San Onofre State Beach.

Thank you for your consideration,

Signature on File

Mary Ann Maslowski
President

cc: Mark Delaplaine

WILDCOAST
COSTA SALVAJE

Patrick Krueger, Chair
ATTN: Mr. Mark Delaplaine
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
FAX is (415) 904-5400

RE: Foothill-South Toll Road CZMA Consistency Certification (Hearing Date, Oct. 11, 1007) - **OPPOSITION**

Dear Chairperson Krueger and Members of the Commission:

The Coastal Zone Management Act (CZMA) protects park and habitat resources along the coast, which are of great importance to me. Due to severe impacts to these resources from the proposed Foothill-South toll road, the Commission must find inconsistency with the CZMA. The toll road would have devastating consequences for future generations of Californians, which would be averted by your denial. Specifically:

The Coastal Act simply does not allow a highway use within an environmentally sensitive habitat area (ESHA). Even if it were allowed, endangered species living along our coast would be pushed toward extinction, irreparably harming coastal resources. The mitigation proposed by the toll road agency is in an inland location that leaves the coast with a huge, and unallowable, disruption of ESHA.

Running the length of San Onofre State Beach, the toll road would irreparably harm unique, affordable coastal recreation. The San Mateo Campground would likely be closed due to adjacency to a 6-lane highway, which would severely degrade the now peaceful visitor experience. The loss of most of this state park is unacceptable given the increasing need for high quality coastal recreation.

Because cut and fill would destabilize steep canyons, and because mitigation measures are inadequate, erosion would alter the sediment formations that create the world famous waves at Trestles Beach, putting them in jeopardy. Water quality is excellent today, but may not remain so if the toll road is built.

Alternatives that save the park and its rare coastal habitats are available and practical. The good news is that the toll road agency grossly overestimated the number of structures that would be displaced by Interstate-5 improvements. These improvements are as good or better than the toll road for congestion relief.

It is important to preserve the natural resources and protected state coastal areas that provide recreational opportunities for working California families. Please reject the consistency application and protect the coast - according to the law - for generations to come.

Signature on File

✓ Serge Dedina, Ph.D.
Executive Director



WILD HERITAGE PLANNERS

28141 Las Brisas Del Mar
San Juan Capistrano, California 92675
Email: JackEidt@yahoo.com
Telephone: 714 501 8262

September 19, 2007

Patrick Kruer, Chair
California Coastal Commission
45 Fremont Street Suite 2000
San Francisco, CA 94105-2219

RE: OPPOSITION to the Foothill SR 241 Toll Road Extension

Dear Mr. Kruer:

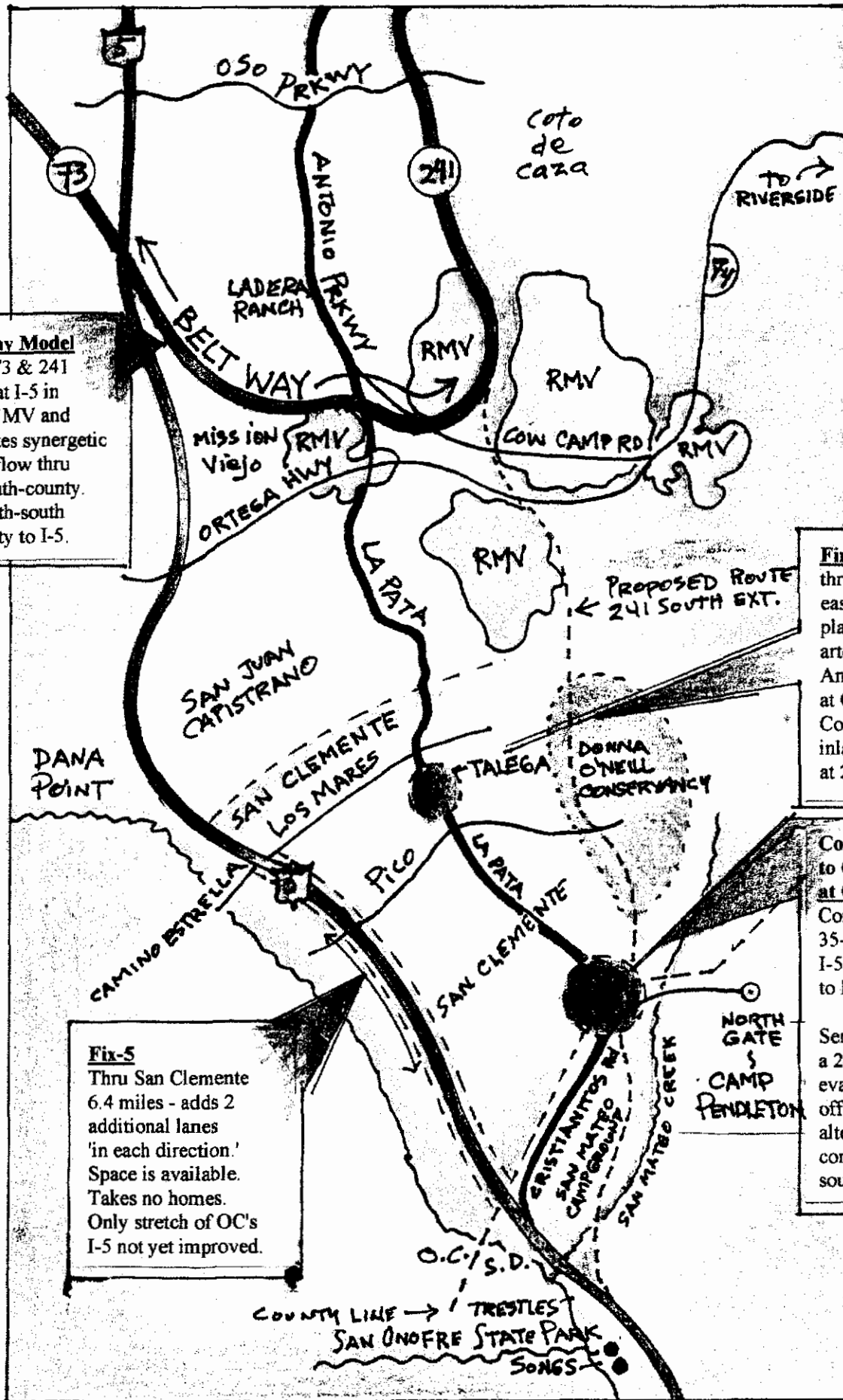
Wild Heritage Planners, an organization based in South Orange County dedicated to Smart Growth and sustainable solutions to urban development in Southern California, questions the expenditure of over \$1 billion in scarce transportation funds to extend the Foothill SR 241 Toll Road south to San Diego County at Trestles Beach. The "Save Trestles" movement is dedicated to improving regional and local mobility, while preserving our coastal wilderness for generations to come. We urge that this October you deny the Transportation Corridor Agencies' proposal to extend the 241 through San Onofre State Beach and the Donna O'Neill Land Conservancy. Following is our alternative transportation vision and a response to TCA's assertions regarding environmental and park consequences of building a six-lane road through our last undeveloped foothills of the San Mateo Watershed.

Smart Vision: Optimize I-5 – Double-tracked Rail – Extend Local Arterials – A 241-73 Beltway Connector

OCTA's and TCA's own studies show that extending the 241 South of Ortega Highway will not relieve the gridlock forecast for Interstate 5 come 2030. And because of non-compete agreements, no agency can widen the freeway through San Clemente without first paying off the TCA. Considering that the I-5 is a major regional lifeline between San Diego and LA, this bottleneck must be addressed. The TCA's plan is to force a detour to Yorba Linda on the way to Los Angeles for over \$10 each way – an expensive waste of time that most cannot afford. Funds should be assembled to widen the I-5

OC Beltway Model

Conjoins 73 & 241 toll roads at I-5 in vicinity of MV and SJC. Creates synergetic east-west flow thru central south-county. Offers north-south connectivity to I-5.



Finish La Pata

thru the foothills of east SC - a 1956 planned north-south arterial - connects to Antonio Prkwy (north) at Ortega Hwy. Completes 35-mile inland arterial to RSM at 241 toll road.

Connecting La Pata to Cristianitos Rd at Camp Pendleton

Completes north-south 35-mile arterial from I-5 at Camp Pendleton to RSM at the 241.

Serves same purpose as a 241-south extension / evacuation route north - offers foothill residents alternate north-south corridor to I-5 at OC's south county line.

Fix-5

Thru San Clemente 6.4 miles - adds 2 additional lanes 'in each direction.' Space is available. Takes no homes. Only stretch of OC's I-5 not yet improved.

through to the San Diego County Line with a community sensitive design and diamond-shaped off-ramps first, before we spend the money on new infrastructure and face the back-ups on our existing roads.

Double tracking of the LOSSAN Rail Corridor should follow the I-5 optimization, and all cities in the region should institute a trolley system to connect neighborhoods with Metrolink-Amtrak-COASTER Stations. Once established corridors are optimized, the TCA can consider extending an inland road south to Camp Pendleton.

In addition, Antonio Parkway-Avenida La Pata should be extended all the way to I-5 at Cristianitos to provide an alternative for foothill communities and emergencies. Approximately 3.5 miles of new pavement would be necessary to complete this 35-mile connector from Rancho Santa Margarita to the San Diego County line, as opposed to 15 miles of pavement through pristine watershed.

Residents of the 14,000 new homes in Rancho Mission Viejo as well as inland communities will need to get to work in North OC employment centers. OCTA and the TCA should extend the 241 south through the Ranch and west to the I-5 and the 73 Toll Road, completing the toll road system in a generally circular beltway. This should be funded and constructed before more homes are built, and tunneled under neighborhoods in North San Juan.

Pave Watershed – Contaminate Beach.

To understand the relationship between watersheds and our ocean, we should look at the issue of poor water quality in San Juan Creek and its effect on Doheny Beach. A few years back, Baby Beach was rated the most polluted in Southern California, and has improved slightly because of numerous measures implemented to disperse pollutants from the harbor – but the toxins remain. Rampant growth in communities upstream has contaminated the watershed – namely Mission Viejo, Rancho Santa Margarita, Las Flores, Ladera, and San Juan. What once were 3-month-a-year intermittent streams, now spill non-point urban runoff untreated into the ocean 365 days a year. Beach closures up and down our coast bear witness to this conundrum.

Can't Mitigate Back to Perfection.

Laguna Beach has the same problems with Aliso Creek, and despite throwing millions at cleaning up the watershed, the water remains polluted as it discharges into the ocean at the Montage. Expensive solutions such as bioswales and sterilized catch basins do improve the 24-7 flow from neighborhoods, highways, and parking lots, but have a high failure rate, and in heavy rain events the contamination flows freely. Our concern here is that despite the studies, proclamations, and millions of dollars spent in mitigation measures, we humans have not found a way to stop people from over-watering their

lawns, dumping their motor oil, and washing the brake dust off their cars and into our streams which ends up in our oceans.

In addition, by creating retention ponds that divert natural runoff and sediment, the fragile balance of beach and wave formation would be irrevocably altered. Just look at Santa Monica Bay and their continuous need to replenish their beach with imported sand as an example of what not to do in playing with delicate forces that shape our coast. I have heard TCA Board Members and employees state that they will improve upon nature by creating a pond that will gather runoff from the I-5. While that crossing does have an impact, the construction of a six-lane road through the watershed will significantly increase the polluted runoff over what exists today, and engineers grading terrain, adding reinforced concrete and steel, and creating basins where today it flows freely into the sea is no way to preserve and protect such a fragile coastal resource.

Parks and Open Space are for Everyone, Forever.

Furthermore, Honorable Coastal Commission Members, San Onofre State Beach, our fifth most popular State Park located in San Diego County, would be significantly affected by paving a four-mile-long roadway footprint spanning 320 acres of parkland. To assert that the San Mateo Campground is expendable would deprive 100,000 visitors annually of an affordable weekend retreat for all income levels in a canyon just a short hike to the beach. Both President Nixon and then Governor Reagan acknowledged that upon lease termination, it would be deeded to the State. The lease was negotiated in 1971, ten years prior to the toll road proposal, that provided for easements or right-of-way that would not unreasonably interfere with park improvements. The State Park Commission has indicated that the campground would be abandoned if they built the road through. This would set a dangerous precedent in the State where 100 other parks are currently under development threat.

Our Last Wild Coastal Foothills – The San Mateo Watershed.

The San Mateo Watershed, which includes Cristianitos Creek that the 241 South would follow towards the Pacific, is the last undeveloped, unchannelized watershed in 600-square-miles of Southern California coastline, home to steelhead trout, arroyo chub, arroyo toad, and the unarmored three-spine stickleback. Earlier this year, the mainstream environmental organization, American Rivers, declared San Mateo Creek to be the second most “Endangered Waterway” in the United States, specifically because of the proposed toll road. At the mouth of the creek is Trestles, its gold standard beach and creek delta. Why is Trestles healthy? There is nothing upstream to create the toxic havoc that afflicts the entire South Coast – the last wild watershed left between Ventura and Baja. Even the TCA’s own engineers admit that construction of the road would require enormous changes in the surrounding land, and to the creek itself, forever altering the natural water flow and sediment of the creek. Such changes cannot help but affect

wildlife and plants in the area, as well as the world-class surf at Trestles and the quality of the park in general.

In order to protect this resource, Wild Heritage Planners fought assiduously to preserve the south foothills of Rancho Mission Viejo (about 17,000 acres worth) when we drew up the Smart Growth Compromise Land Use Plan that the County eventually approved. Please consider the alternative transportation vision outlined here that would provide for local and regional traffic for commuters and emergencies, as well as protect the Donna O'Neill Land Conservancy, our State Park, and coastal resources for all to enjoy.

Thanks for your consideration.

Signature on File

Jack Eidt
Director of Planning
Wild Heritage Planners

cc: Mark Deleplaine.



RECEIVED
SEP 28 2007
CALIFORNIA
COASTAL COMMISSION

Sept. 27, 2007

Patrick Kruer, Chair
ATTN: Mr. Mark Delaplaine
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

RE: Foothill-South Toll Road CZMA Consistency Certification (Hearing Date, Oct. 11, 2007) - OPPOSITION

Dear Chairperson Kruer and Members of the Commission:

The Coastal Zone Management Act (CZMA) protects cultural, historical and habitat resources along the coast, which are of great importance to me. Due to severe impacts to these resources from the proposed Foothill-South toll road, the Commission must find inconsistency with the CZMA.

The toll road would have devastating consequences for the Native American sacred site, burial ground and ancient village Panhe and would seriously impair the ability of the Acjachemen people to practice their traditional cultural and religious ceremonies. ***Panhe is one of the few remaining Acjachemen sacred sites where the people can still gather for ceremony in an area that is secluded and exists in a pristine, natural state.***

Specifically, the toll road would:

- Come within feet of the Acjachemen village and cemetery, thus severely and irreparably impacting the ceremonial use of the site. Currently the site is in a pristine natural state, the stars are easily visible at night and the noise level is generally low. However, if the toll road is built, the integrity of the site will be compromised and it will be difficult for Acjachemen people to engage in traditional religious practices at the site.
- Increase public access to the village and surrounding cultural and archaeological districts, and consequently increase the potential for looting and vandalism. *According to the toll road's own EIR, impacts to the San Mateo Archeological District "will be adverse, and cannot be mitigated to below a level of significance."*

The impacts of the proposed toll road on the sacred site and traditional cultural district of Panhe should not be examined in a vacuum. By its own study the toll road will not significantly alleviate traffic between San Diego and Los Angeles. The long term impact

of the toll road will not be decreased traffic, it will be increased development. If the toll road is built, it is only a matter of time before more and more of the land within this traditional cultural district will be developed, leaving the Juaneno people with fewer and fewer places to engage in traditional cultural practices.

Please protect Panhe and San Onofre State Beach by opposing the Foothill South Toll Road.

Signature on File

Mati Waiya
Executive Director

California Native Plant Society

September 30, 2007

Patrick Kruer
Chair California Coastal Commission
5 Fremont Street Suite 2000
San Francisco CA 94105-2219

Dear Mr. Kruer;

Please do not approve a highway to run through our state parks. With the population growth, we need to protect the parks that we have. A major highway will have major unmitigatable effects on the nature of San Onofre State Beach.

As you know, our natural coastal habitats are disappearing at a great rate - land within a state park should be considered off-limits from this sort of development.

Thanks for your consideration.

Signature on File

Carrie Schneider
Board Member
San Diego Chapter of the California Native Plant Society
P O Box 121390
San Diego CA 92112-1390
(858) 352-4413 (day)
(619) 282-3645 (evening)
info@cnpssd.org



Dedicated to the preservation of California native flora



MICHAEL HUGHES

3252 El Sebo
Hacienda Heights, CA 91745

California Coastal Commission
Attn: Patrick Kruer, Chair
45 Fremont Street, Suite 2000
San Francisco, CA 94105

Subject: Objection to the Foothill-South Toll Road

1 October 2007

Dear Chairman Kruer and Commission members,

I strongly urge you to reject the consistency certification for the Foothill-South Toll Road. This destructive proposal would devastate the state park at San Onofre State Beach, one of our most important coastal recreational resources in southern California. San Onofre is an irreplaceable coastal treasure that should be preserved for all Californians and future generations.

The proposed multi-lane toll road is inconsistent with the protections provided by the California Coastal Act. It would destroy sensitive habitat areas for endangered and threatened species, take and degrade wetlands, diminish water quality and threaten the wave formations at Trestles Beach. It also would cause the abandonment of the low-cost San Mateo Campground, which was set aside by the commission to compensate for lost public access to the coast resulting from the San Onofre Nuclear Power Station. This is exactly the type of project that our federal and state coastal laws were designed to prevent.

There is no question that we need to solve future traffic congestion -- but we also need to protect our coastal resources. Better solutions exist, like improving the I-5 and selected surface streets, that, unlike the toll road, would both reduce traffic congestion and protect our coastal parks.

Californians rely on the Coastal Commissioners to be good stewards and protect the coastal resources that make our state a great place to live. It is unacceptable and completely antithetical to the Coastal Act to sacrifice San Onofre State Beach for a toll road development.

Please vote to reject the consistency certification for the Foothill-South toll road when it comes before you.

Sincerely,

Signature on File



CALIFORNIA PARK & RECREATION SOCIETY

7971 Freeport Blvd • Sacramento, CA 95832-9701 • 916/665-2777 • Fax 916/665-9149

www.cprs.org

September 19, 2007

Patrick Kruer, Chair
California Coastal Commission
45 Fremont Street Suite 2000
San Francisco, CA 94105-2219

Re: Proposed Toll Road through San Onofre State Beach
COPY PROVIDED TO COASTAL COMMISSION STAFF

Dear Commissioner Kruer:

On behalf of the California Park & Recreation Society (CPRS) and our 4000 members representing 535 park and recreation agencies in the state, I am writing to urge you to reject the Coastal Zone Management Act consistency certification regarding construction of a proposed Orange County toll road through San Onofre State Beach.

The proposal by the Transportation Corridor Agencies (TCA) to build the Foothill-South Toll Road through San Onofre State Beach is inconsistent with the Coastal Act. The proposal will destroy one of Southern California's remaining stretches of coastal wild lands, degrade water quality and change wave patterns at one of the most famous surf spots in the world. The construction of the toll road will destroy unique habitat for eleven threatened and endangered species and drive at least three species toward extinction.

We oppose this action as the San Onofre State Beach provides numerous low-cost recreational opportunities for over 2.5 million visitors each year- making it one of the most popular state parks in the 278-park system. San Onofre's two campgrounds provide affordable overnight coastal accommodations for over 160,000 visitors each year. The proposed toll road will cause the closure of the San Mateo Campground and create even more pressure for affordable, overnight coastal access in southern California.

In addition to providing numerous recreational opportunities and protecting invaluable natural resources, San Onofre State Beach is also home to the Village of Panhé, located on the banks of San Mateo Creek. Members of the Juareño/Acjachemen people claim the Village as an ancestral site, which has been used for ceremonial purposes and as a re-burial site. It is wrong to disturb this site.

I urge you to protect San Onofre State Beach and deny consistency to the TCA's Foothill-South Toll Road application.

Signature on File

Jane H. Adams
Executive Director



THE OAKS FARMS

THE OAKS

PO Box 1453 • San Juan Capistrano • California • 92693
(949) 493-3003 • (949) 240-2405 • FAX 493-1856

October 1, 2007

Patrick Kruer, Chair
Attn: Mark Delaplaine
Cal.Coastal Commission
45 Fremont St., Suite 2000
San Francisco, CA 94105-2219

Dear Patrick,

An article entitled "Proposed O.C. tollway would violate environmental laws, report says, A Coastal Commission staff analysis recommends denying certification of the Foothill South project that would pass through San Onofre State Beach" by Dan Weikel and David Reyes which appeared in the *Los Angeles Times* on September 29, 2007 indicates the following:

Building a six-lane toll road through San Onofre State Beach near San Clemente would cause widespread violations of state environmental laws by threatening endangered species, marring natural resources and compromising recreational opportunities, according to a California Coastal Commission report released Friday.

The 236-page analysis conflicts with claims by the Transportation Corridor Agencies that the proposed route for the Foothill South tollway is the least harmful to the popular coastal park out of eight alternatives considered by the Irvine-based agency.

Estimated to cost \$875 million, the 16-mile tollway is billed as the final link in Orange County's network of toll roads, allowing drivers to bypass clogged Interstate 5 in the southern part of the county. It would begin at Oso Parkway in Rancho Santa Margarita, pass through the state park north of the beach and connect with I-5 at Basilone Road south of San Clemente.

"It's difficult to imagine a more environmentally damaging alternative location," the commission's staff concluded. "No measures exist that would enable the proposed alignment to be found consistent with the California Coastal Act."

Passed by voters in 1972 and made permanent by the Legislature in 1976, the act is designed to regulate development along the state's 1,100-mile shoreline.

The report is a blow to proponents of the tollway project, which has mushroomed into a statewide conflict over where to draw the line between protecting the environment and building highways to ease traffic congestion.

The new findings set the stage for a major clash at the commission's Oct. 11 meeting. Hundreds of opponents and supporters of the proposal are expected to turn out at the public hearing in San Pedro.

The staff report recommends that commissioners deny certifying the Foothill South project as being consistent with the coastal act. Certification is required to secure state and federal development permits.

If commissioners accept the staff recommendation, the tollway agency can appeal to the U.S. Department of Commerce because the park sits on land leased at the Camp Pendleton Marine Corps base.

Tollway officials disagreed with the commission report, saying there were errors and inconsistencies with the assessment. They declined to elaborate.

Jennifer Seaton, a tollway spokeswoman, said the agency questioned the report's intent because commission staff members declared publicly more than two years ago that the road would violate the Coastal Act. The statement was made before the agency submitted its application for certification.

After the release of the report, tollway board members met in emergency session Friday and decided to offer the state a \$100-million mitigation program contingent upon the road's approval by the Coastal Commission.

The money could be used to build new state campgrounds, restore historic cottages at Crystal Cove State Park and fund a new San Onofre lease with the Marines when the current rental agreement expires in 2021.

"We have to remain optimistic," said Lance MacLean, a Mission Viejo councilman and chairman of the board that governs the Foothill-Eastern tollway. "We're offering a good solution for state parks."

Environmentalists and tollway opponents questioned the offer, saying it was a desperate attempt to win commission support and justify the road's effects on San Onofre, one of the state's most popular parks.

"There is no way to mitigate this tollway. The impacts are so severe and widespread," said Elizabeth Goldstein, director of the California State Parks Foundation. "The idea that money could mitigate this is hard to imagine. There are no 2,100 acres like this in Southern California."

Tollway officials say the new road is necessary to relieve growing congestion on I-5 through southern Orange County.

The agency's \$20-million environmental review indicates that the route is the least harmful to the park and does not require the costly condemnation of homes and businesses in San Clemente.

But state park officials say construction of the highway could force them to abandon roughly half of San Onofre, which was created by President Nixon and Gov. Ronald Reagan in 1970.

The tollway would divide the northern part of the park lengthwise and pass over a marine estuary that has been designated a nature preserve.

With 2.7 million visitors a year, San Onofre is the fifth-most popular destination in the state's 278-park system. It contains endangered species, archaeological sites, campgrounds, panoramic views of the sea and world-renowned surfing spots, such as Trestles.

The commission report "is a scathing indictment of the Foothill South tollway," said James Birkelund, an attorney for the Natural Resources Defense Council, which has sued to stop the highway. "This is the beginning of the end for the project."

The study concludes that the highway would harm or destroy habitat for six endangered species: the Pacific pocket mouse, the arroyo toad, the southern steelhead trout, the California gnatcatcher, the tidewater goby and the least Bell's vireo.

The commission's staff also said the highway could result in the closure of park trails and spoil the experience at nearby San Mateo Campground despite plans to build a sound wall along the toll road.

The report also stated that the tollway agency did not provide enough information to determine the effects on the park's cultural resources and archaeological sites, such as Panhe, a 4,000-year-old Juanefio Indian village near the proposed route. The sacred site is used today for religious and cultural activities.

Among the affected areas is San Mateo Creek, one of the last unimpaired waterways in Southern California. The creek empties into the Pacific Ocean at the famous Trestles surf spot, the site of national and international competitions. Commission staff said the agency has not adequately shown that the surf break would be protected if the highway were built there.

The report notes that experts disagree over whether the road would disrupt the downstream flow of sediment and rocks that is so important to forming the high-quality waves at Trestles.

Commission staff also disagreed with the agency's contention that there are no feasible alternatives to the proposed route. Several of the options rejected by TCA, the report stated, are more likely to be consistent with the Coastal Act.

Staff members disagreed with the agency's assumptions that the high economic costs of the alternatives and disruptions resulting from property condemnations are more important than wildlife habitat and recreational and archaeological resources.

Commission staff members criticized the agency's promise to build detention basins at I-5 to cleanse contaminated storm runoff before it flows into San Mateo and San Onofre creeks on its way to the ocean.

The report states that the creeks and the ocean off San Onofre are among the cleanest waters in the state and the agency is offering to fix a problem that doesn't exist.

That finding is odd, Seaton said, because toll road opponents have said that runoff from highways causes pollution and the commission report "contradicts" that position.

"Even though the area might have very good water quality, it's still helpful to capture runoff, because right now the water goes directly into San Mateo Creek and then the ocean," she said.

An article entitled "Report nixes toll road extension, Coastal panel staffers say Foothill South would harm environment, shatter public peace; hearing set for Oct. 11" by

Pat Brennan which appeared in *The Orange County Register* on September 29 indicates the following:

The proposed Foothill South toll road would likely drive an endangered mouse to extinction, wipe out vital habitat, shatter the peace of a popular campground and even worsen global warming, according to a report by the staff of the California Coastal Commission released today.

The staff report, which recommends that the commission deny approval for the 16-mile toll road at an Oct. 11 hearing, also raises worries about potential effects on surfing and scenic views at the popular Trestles Beach.

"(I)t would be difficult to imagine a *more* environmentally damaging alternative location for the proposed toll road," the report reads in part. "No measures exist that would enable the proposed alignment to be found consistent with the Coastal Act."

The long-awaited staff report begins what could be years of legal and regulatory conflict over the toll road, which Orange County's Transportation Corridor Agencies say is needed to relieve future traffic congestion. It would also complete the agency's network of toll roads across the county.

The agency says the route was the one of 10 analyzed by a group of federal and state agencies that was found to be the least damaging environmentally.

Part of the report also takes the toll road builder to task for possible harmful climate effects during construction of the project.

"The greenhouse gas emissions directly resulting from the amount of cement required and the construction-related emissions over a four-year period would contribute significantly to global warming," the report says.

Other alignments of the road considered and rejected by the agency that run through developed areas could be brought into line with the Coastal Act, the report says.

But the toll road agency rejected those alignments for a variety of reasons, among them the large cost of condemning homes and businesses in the tollway's path.

Another option, widening the I-5, was rejected by the toll road agency because it would require removal of more than 1,100 homes and businesses and would have to be done by the state Department of Transportation.

Other concerns raised in the report include an American Indian archaeological site near the toll road, which Juaneno Indians still use for religious purposes.

The state Attorney General's Office has sued the toll road builder because of the American Indian site and the potential effect on San Onofre park. The Natural Resources Defense Council, an environmental group, has also sued, alleging violations of California's Environmental Quality Act.

"This is the type of project that the Coastal Act was meant to prevent," said James Birkelund of the council. "(Commission staff members are) saying, 'Our state parks are not for sale.'"

An article entitled "San Diego joins opposition of toll road extension, More than 12 cities or counties disapprove of its route, which cuts through San Onofre park and wetlands" by David Reyes which appeared in the *Times* on September 27 indicates the following:

San Diego has joined a growing chorus of cities opposed to a toll road extension through San Onofre State Beach, surprising and disappointing tollway officials who are battling for support.

The San Diego City Council voted 6 to 2 Tuesday night to support the state Park and Recreation Commission's opposition to the route and urge the Orange County toll agency to find an alternative, said San Diego Councilwoman Donna Frye, who introduced the resolution with two colleagues.

"At stake is setting a precedent that says we should use our public parkland to accommodate more growth and development," Frye said.

The proposed roadway through southern Orange County is bad policy, she said.

San Diego joins more than a dozen cities or counties in the state that oppose the toll road extension. Among them are San Francisco, Los Angeles, Ventura County and the Orange County cities of Laguna Beach and Aliso Viejo, according to a coalition to stop the turnpike.

Although the council's action is nonbinding, Frye said the proposed route travels from Orange County into the northern part of San Diego County and is within San Diego's regional transportation plan.

The Irvine-based Transportation Corridor Agencies needs approvals from state and federal agencies to build the 16-mile Foothill South toll road, which would cross the northern half of the popular coastal park.

San Diego's action takes on greater emphasis coming just two weeks before the toll road's Oct. 11 hearing before the California Coastal Commission, said Sara Feldman, a spokeswoman for the California State Parks Foundation.

"This road is not a good traffic solution," Feldman said. "It cuts through the park and also through a wetlands. It could affect a nearby surfing beach where Trestles is located, and there are 11 endangered or threatened species in the San Mateo watershed."

Getting approval from the Coastal Commission, which regulates development along the state's shoreline, is viewed as the most difficult hurdle for toll road officials. Lance MacLean, chairman of Orange County's Foothill/Eastern Transportation Corridor Agency, which has proposed the extension, said the road had been studied for nearly two decades and during that time had come under heavy scrutiny.

He was surprised that the item was put on the San Diego council agenda after the tollway agency had worked with Southern California regional transportation groups that debated the route.

"It was odd for the San Diego council to weigh in on a project, which, quite frankly, is not in their jurisdiction," MacLean said. Tackling an issue for a proposed project far away from a city council's legislative reach is an "easy political vote," he added.

"It's out of their jurisdiction and it allows them to appease the environmentalists," said MacLean, a Mission Viejo councilman.

Frye took exception with MacLean's view.

"It's not out of our jurisdiction," she said. "The city of San Diego is known, at least in the past few years, as being more environmentally conscious than some of our neighboring cities to the north."

State Parks should not accept the Transportation Corridor Agencies' \$100 million mitigation program, for as Elizabeth Goldstein, director of the California State Parks Foundation states, "There is no way to mitigate this tollway. The impacts are so severe and widespread. The idea that money could mitigate this is hard to imagine. There are no 2,100 acres like this in Southern California." Furthermore, as San Diego Councilwoman Donna Frye states, "At stake is setting a precedent that says we should use our public parkland to accommodate more growth and development." To allow the Foothill South toll road through San Onofre State Park would truly destroy a state treasure.

Signature on File

Joan Irvine Smith

September 26, 2007

Patrick Kruer, Chair
ATTN: Mr. Mark Delaplaine
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

**RE: Foothill-South Toll Road CZMA Consistency Certification
(Hearing Date, Oct. 11, 1007) – OPPOSITION**

Dear Chairperson Kruer and Members of the Commission:

Our organization offers youth the opportunity to participate in the development of our culture and Native American heritage. Through the relationship with our land in ceremony and belief we develop in our children the ideology that our sacred mother earth should be protected, as one would protect our biological mother.

Today there are too few people and organizations that stand on principal that protection of lands and wildlife are what sustains us, gives us a sense of pride not only visually but in our hearts. It provides us with a strong connection to who we are humanly. Stand on the **Panhe** land and you will sense first hand what it is we mean to protect. It is truly a spiritual connection. Please imagine if the lands at Yosemite or one of our most popular pristine land sites were to be violated in this same way, your children and children's children would not have what your may have been so very fortunate to experience. This is what we are protecting, a land without voice.

We wish to thank you and your staff for addressing the needs of all people, not only Native American heritage.

The Coastal Zone Management Act (CZMA) protects cultural, historical and habitat resources along the coast, which are of great importance to me. Due to severe impacts to these resources from the proposed Foothill-South toll road, the Commission must find inconsistency with the CZMA.

The toll road would have devastating consequences for the Native American sacred site, burial ground and ancient village Panhe and

would seriously impair the ability of the Acjachemen people to practice their traditional cultural and religious ceremonies. ***Panhe is one of the few remaining Acjachemen sacred sites where the people can still gather for ceremony in an area that is secluded and exists in a pristine, natural state.***

Specifically, the toll road would:

- Come within feet of the Acjachemen village and cemetery, thus severely and irreparably impacting the ceremonial use of the site. Currently the site is in a pristine natural state, the stars are easily visible at night and the noise level is generally low. However, if the toll road is built, the integrity of the site will be compromised and it will be difficult for Acjachemen people to engage in traditional religious practices at the site.
- Increase public access to the village and surrounding cultural and archaeological districts, and consequently increase the potential for looting and vandalism. *According to the toll road's own EIR, impacts to the San Mateo Archeological District "will be adverse, and cannot be mitigated to below a level of significance."*

The impacts of the proposed toll road on the sacred site and traditional cultural district of Panhe should not be examined in a vacuum. By its own study the toll road will not significantly alleviate traffic between San Diego and Los Angeles. The long term impact of the toll road will not be decreased traffic, it will be increased development. If the toll road is built, it is only a matter of time before more and more of the land within this traditional cultural district will be developed, leaving the Juaneno people with fewer and fewer places to engage in traditional cultural practices.

Please protect Panhe and San Onofre State Beach by opposing the Foothill South Toll Road.

Signature on File

Linda L. Black Villanueva
Youth Leadership for Native American Children

CRYSTAL CRAWFORD

157 Ocean View Avenue, Del Mar, California 92014

(858) 625-2000, ext. 102 Office

(858) 259-2275 Residence

Sent Via Electronic Mail to tollroad@coastal.ca.gov

September 27, 2007

Patrick Kruer, Chair
ATTN: Mr. Mark Delaplaine
California Coastal Commission
45 Fremont Street Suite 2000
San Francisco, CA 94105-2219

**RE: Foothill-South Toll Road CZMA Consistency Certification
(Hearing Date, Oct. 11, 1007) - *OPPOSITION***

Dear Mr. Kruer:

I am a councilmember in the City of Del Mar. Although the City of Del Mar does not normally comment on projects outside our normal jurisdictional boundaries, we have been on record since February 2006 expressing our serious concerns over the environmental impacts raised by the Foothill-South Toll Road proposal. A copy of the City of Del Mar's letter to Governor Schwarzenegger dated February 22, 2006, is attached.

I expect that the Coastal Commission is receiving detailed public input regarding the innumerable reasons why the proposed Foothill-South toll road project should not proceed. I will not attempt to summarize that information here. Suffice it to say that I am convinced that this project will wreck environmental havoc in many ways, which is why I and others have been raising the "red flag" about it for some time.

As a member of the California Biodiversity Council, I am well aware of the challenges we face throughout the state and region to preserve rather than destroy precious and dwindling habitat. As a policy maker in my city and on the SANDAG Board of Directors, I understand how difficult it can be to deny project approvals particularly when trying to balance the needs of vocal project supporters against the needs of other constituents who often lack voices or political clout.

San Onofre State Beach is one of California's most visited State Parks, with over two million visitors to the beach portion each year and with over one hundred and sixty thousand visitors to the park's two campgrounds. Since becoming a State Beach in 1971, San Onofre has attracted surfers with its outstanding surf, quiet, accessible inland campground (in close proximity to the beach), and an environment that offers Southern California families the opportunity to experience the coast and nature in the middle of an otherwise overwhelmingly urban area.

Letter to Coastal Commission
September 27, 2007
Page 2 of 2

The Transportation Corridor Agencies (TCA) plan to build a toll road right through the middle of the park will ruin that for all of us now and for generations to come.

Earlier this year, the mainstream environmental organization, American Rivers, declared San Mateo Creek to be the second most "Endangered Waterway" in the United States, specifically because of the proposed toll road. This creek is the home of several species of fish, including the endangered steelhead trout, arroyo chub, and unarmored threespine stickleback. Even the TCA's own engineers admit that construction of the road would require enormous changes in the surrounding land and to the creek itself, which would forever alter the natural water flow and sediment of the creek. Such changes cannot help but affect wildlife and plants in the area, as well as the world-class surf at Trestles and the quality of the park in general.

In the final analysis, you are being asked to decide if the benefits of the toll road outweigh the damage that it will do to this important coastal wildlife and camping resource. I hope that you will come to share my opinion that we simply cannot afford to wait any longer to make the tough decisions necessary to preserve our environment and to preserve limited resources for future generations.

Please reject the consistency application and protect the coast – according to the law – for generations to come.

Very truly yours,

Signature on File

Crystal Crawford
Councilmember, City of Del Mar
Boardmember, SANDAG
Member, California Biodiversity Council

Office 858/625-2000, ext. 102
Home 858/259-2275
Mobile 858/353-6658

Attachment – Letter from City of Del Mar to Governor Schwarzenegger dated February 22, 2006

Office of Richard J. O'Neill

58 Acacia Lane
Irvine, CA 92612

RECEIVED

SEP 24 2007

CALIFORNIA
COASTAL COMMISSION

September 18, 2007

Chairman Patrick Kruer
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

Dear Chairman Kruer and Honorable Commissioners,

I am a senior member of the O'Neill family which has owned and cared for the Rancho Mission Viejo since 1882. I have always been guided by strong values, and well over 30,000 acres of the original Rancho is open space. I oppose the toll road.

The Donna O'Neill Land Conservancy, part of the original Rancho and an integral part of the San Mateo Watershed, was set aside as permanent open space as mitigation for development in San Clemente. This is a remarkable and beautiful land, now being used for public and youth education and hiking. It is named in honor of my beloved, departed wife, who was devoted to the wildlife of California.

The Conservancy – land dedicated to permanent protection – would be sacrificed for this toll road, which would run through it. The same fate would befall San Onofre State Beach, one of our most important parks. This is wrong and unacceptable. Our finest natural and recreational assets must not be the cheap and easy way to build roads. I ask you to reject the toll road and find alternatives to it.

Sincerely,

Signature on File



September 15, 2007

Patrick Kruer, Chair
California Coastal Commission
Care of: Mark Delaplane
45 Fremont Street
San Francisco, CA 94105

RECEIVED
SEP 26 2007
CALIFORNIA
COASTAL COMMISSION

RE: Opposition to Foothill-South Toll Road through San Onofre State Park.

Dear Chairman Kruer,

Enclosed please find *15 hand-written letters* in opposition to the six lane toll road through San Onofre State Park as proposed by The Transportation Corridor Agency.

The following letters were recently collected at Camp LEAP in San Diego, CA. Camp LEAP *stands Leadership in Environmental Action & Protection*. Camp LEAP is a summer camp that brings teens together for a unique combination of leadership training, environmental education, and team-based volunteering; sponsored by Volunteer San Diego and United Way. Camp LEAP's trainings focused the importance of applying civic skills to community service endeavors.

The Surfrider Foundation was asked to give a presentation about ocean conservation and current environmental problems. After covering several environmental problems, the teens wanted to focus their efforts on protecting San Onofre State Park, and they took the time to write you these letters. I know you are a busy man, but I hope you can afford the time to read a few letters. The saying "out of the mouths of babes", couldn't be more application for this situation.

Again, thank you for taking the time to hear what the public has to say about the proposed Foothill-South Toll Road through San Onofre State Park.

We urge to deny the Federal Consistency application of the Foothill-South toll road on October 11, 2007.

Signature on File

Stefanie Sekich
Save Trestles Campaign Coordinator



July 25, 2007

Patrick Kruer

Chair

California Coastal Commission

45 Fremont St.

San Francisco, CA 94105

Dear Mr. Kruer,

As a teenager having fun and visiting parks is something I enjoy to do a lot. A park that I would enjoy to visit in the future would be the San Onofre State Park. However, in the future for this park also lies a toll road that the TCA wants to built going through the middle of the park. To be honest with you, I would not enjoy going to a park with traffic and cars that disturbs the environment. Actually, studies show that the toll road will not improve the environment. This toll road will interfere with many of the attractions this park has to offer. I enjoy the water and going to the beach. This toll will take the beauty out of this park and its clean waters. The toll road will make people pay for destroying the environment.

In the end I strongly disencourage the construction of this toll road, the San Onofre State Park is one of few open spaces left in California, please dont let the TCA take that away.



MAKE VOLUNTEERING A WAY OF LIFE

4699 Murphy Canyon Road, San Diego, CA 92123

T: 858/636.4131 F: 858/492.2016

www.volunteersandiego.org



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ne

Signature on File

Donovan Cardenas

Patrick Krueger

CHAIR

CALIFORNIA COASTAL COMMISSION

45 FREMONT ST

SAN FRANCISCO, CA 94105



July 25, 2007

Dear Mr. Krueger,

Today we had a guest speaker come to talk to us about the environment; what's wrong, what's happening (and not) and what we can do to help. Admire ~~the~~ ^{topics} of conservation and preservation of Natural Habitats it was brought to my attention that the Mountains surrounding Camp Pendleton (on the way to Orange County) were going to be destroyed to make a toll road. Around once a ~~month~~ month me and my family drive through there to get to Riverside and part of what makes the car ride enjoyable is the scenery around there. Once you pass Orange County your surrounded by concrete and the grid lock of traffic with nothing pleasing to the eye. The beaches and mountains give you a change of scenery & a needed breath of fresh air from the city. Being an avid surfer I would hate to have the oceans polluted by trash from the freeway & smog and car exhaust hovering over the mountains. We already have enough lanes, there is no more need to add anymore. The Native American grounds and mountains have been there forever and it would be immoral to interfere with that. Many times it is so easy to act



MAKE VOLUNTEERING A WAY OF LIFE

4699 Murphy Canyon Road, San Diego, CA 92123

T: 858/636.4131 F: 858/492.2016

www.volunteersandiego.org



Without thinking about the consequences, which would be
good to think about the big picture.

Sincerely,

Signature on File

PATRICK KRUER
Chair

July 25, 2007

California Coastal Commission
45 Fremont Street
San Francisco, CA 94105

Re: Save San Onofre Beach

Dear Mr. Krue:

I feel like it is my obligation to express my concern regarding the safety of the San Onofre State Park in San Diego County. The proposed toll road that would pass through the San Onofre State Park would ruin the open space, habitat, and water quality of the surrounding area, as well as making hiking, camping, and other beach activities less appealing. This especially concerns me because I make occasional visits to the area and would hate to see this natural beauty destroyed. Thank you for taking the time to consider my plea.

Sincerely

Signature on File

John Wilbur

Patrick Krueger

Chair

California Coastal Commission

45 Fremont St.

San Francisco, CA 94105

July 25, 2007

Dear Mr. Krueger,

The TCA has proposed the idea of a toll road running through the San Onofre State Park and it is in your hands to either give them the pleasure of destroying our nature and the habitats belonging to the animals that live there or do the correct thing by preserving the habitat which we as humans came after nature. Nature and its habitants have been here long before us and taking advantage of their homes to suit our needs.

Adding a toll road will ruin hiking trails, camping spots, surfers water, and water quality. Who wants to swim in polluted water next to a road with constant cars passing. Please consider the letters of concerned environmentalists. Thank you.

Sincerely,

Signature on File

PATRICK KRUER

CHAIR

CALIFORNIA COASTAL COMMISSION
45 FREMONT ST.
SAN FRANCISCO, CA 94105



July 25, 2007

Dear Mr. Krue,

I am very concerned about the decision to construct a toll road going through the San Onofre State Park. I've been to the park and I enjoyed the environment very much. Many people who visit the park go for various reasons such as hiking, camping and surfing, etc. Most of these people go here because of the fact that it's just a cheap get away.

Building this toll road would increase not only the air pollution but water pollution as well. If you ask yourself a simple question it just might help you see this situation from my point of view: "why build another road, when we already have one that gets us to the same destination?" Adding this road will not decrease the traffic time nor amount.

With the construction of this toll road it would destroy one of California's last untouched watersheds along with our limited open space and natural habitats for our beloved animals. Considering the fact that Native Americans in the past have enjoyed these many wonderful natural wonders, why shouldn't we and future generations. Please help us save our world.

Sincerely,
A concerned teen



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www.volunteersandiego.org

Signature on File

ANDREA RAMOS
HandsOn NETWORK

July 20, 2000

Patrick Kruer
Chair
California Coastal Commission
45 Fremont Street
San Francisco, CA 94105

RE: San Onofre State Park

Dear Mr. Kruer,

I believe that building a toll road through the San Onofre State Park would be a mistake, and I hope that you understand what a severe detriment it could possibly cause to the environment. The San Onofre State Park attracts more than 2.5 million visitors each year. It's a safe haven for many endangered species of plants and animals as well as the site of priceless Native American archaeological artifacts.

Allowing the construction of this toll road will ultimately set a dangerous precedence for the disregard of State Parks. If San Onofre State Park has a toll road, who's to say Yellowstone doesn't need a mall? Please consider the serious consequences a toll road would enact. I hope that you vote to preserve the fragile environment of San Onofre State Park, an important part of California life and history.

Sincerely,

Signature on File

Cali Nguyen

Patrick Krueger

Chair

California Coastal Commission
45 Fremont Street
San Francisco, CA 94105

July 25, 2007

Dear Mr. Krueger

I live in San Diego CA and I live near the beach. I enjoy the ocean very much. If you approve the application for TCA to make a Toll road through San Onofre Park, IF you do this, then pollution will occur from the runoff caused by the trash and motor oil littering the ~~road~~ road. If this happens then the water-quality of the nearby ocean will be comprimized. Tres Hues Surf spot is on the Surfing Tour. It would be a shame for the nearby residents. Please remember this letter when the TCA comes to you with a proposal.

Sincerely,

Wil Mokiao

Signature on File

July 25, 200



Patrick Krueger
Chair

California Coastal Commission

45 Fremont St.

San Francisco, CA 94105

Dear Mr. Krueger,

I am deeply concerned with the Toll Road that TCA has proposed to built strait through our beautiful San Ofre State Park. I often on my drive up to LA stop at San Ofre State Park to cool off from the long drive and just to enjoy some time away from the city. I really enjoy this state park and I beg you to consider and to dissaprove the construction of the Toll Road.

In my eyes Mr. Krueger this is a scam. This toll road is making us pay for our own enviroment's destruction!

Concerned citizen,

Signature on File



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July 25, 2007

Patrick Kruer
Chair
California Coastal Commission
45 Fremont St
San Francisco, CA 94105

Dear Mr. Kruer,

I ask you to protect the San Onofre State Park. It is one of the few places we have left in California where people can go to an open surrounding, undeveloped to enjoy nature. I urge you not to let the TCA make the people of California pay money to see our environment be destroyed to land development. You have the power to protect the future of the environment that I will have to live with and my native American culture. I urge you to please do



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not let this toll road destroy our
California coast line.

Concerned San Diegan,

Signature on File

07/25/2007

July 25, 2001

Patrick Krueger

Chair

California Coastal Commission

45 Fremont St.

San Francisco, CA 94105

Dear Patrick Krueger,

It has come to my attention that a toll road is going to be built through San Onofre State Park. We cannot let this happen. The TCA wants to build this toll road to alleviate traffic, but instead of improving traffic flow, it will only destroy our environment. This toll road ruins hiking, camping, surfing, ect. for locals, as well as ~~damaging~~ damaging the water quality and natural habitat. Do you really think people want to pay money to drive on some cruddy road that ruined San Onofre Park? What if the TCA came to your house and put a Highway right over it? I bet you'd be pretty angry too.

Signature on File



July 25, 2007

Patrick Krueger
Chair
California Coastal Commission
45 Fremont St.
San Francisco, CA 94105

RE: Save San Onofre State Park

Dear Mr. Krueger,

I'm concerned about the toll road that is going to be built on the San Onofre State Park by the TCA. I really don't want this plan to take place since I really care for the environment and I'm concerned about the wildlife. Personally I don't want more animals losing their homes. We are not the only beings living in this world, and it would be pretty selfish of us to hurt these living creature. In the long-run, the disappearing of the wild-life will affect us in a negative way. Animals will be losing their habitat and soon may be roaming around human homes. I'm sure we don't want to disturb these creatures.

I love to see nature being taken care of and it makes me happy that I can be able to count on people that share my same feelings. Just to enjoy the green environment and seeing animals enjoying their clean habitat. I hate to think that one day we are not going to see natural open space, that space that I love so much. Please help us maintain this state park, and preserve our state's beauty. Besides, if this toll road would be built, it is tested that it will not help traffic, and why would I pay to get into this toll road, it would be like if I was paying to destroy my home, our home. Thank you so much for your time and for taking us in consideration.

A concerned San diegan,

Signature on File



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Patrick Krueger
Chair
CCC
45 Fremont St.
San Francisco, Ca 94105

Hello Sir I am a 15 year old kid
who loves camping if you make this
toll road you will be ruining hundreds
of Peoples lives and not to mention ~~the~~ hundreds
if not thousands of animals lives. you will
also be making Peoples live a living nightmare
because if you put this toll Road
down People would ~~be~~ be making animals
~~from~~ roam around houses and yards.

your Worried Environmentalist

Signature on File

Patrick Krueger
Chair
California Coastal Commission
45 Fremont St.
San Francisco, CA 94105

July 25, 2007

Dear Mr. Krueger,

I am a resident in San Diego, where the TCA is planning to build a toll road through the San Onofre State Park, located just north of there (San Diego). The toll road would conflict with hikers, campers, surfers, the habitat, water quality, and open space. San Diego is full of all these people who don't agree with the building of the toll road.

I appreciate your time to read this.

Sincerely,

Signature on File

Pacific Nguyen

July 25, 2007

Patrick Krueger
Chair
California Coastal Commission
45 Fremont St.
San Francisco, CA 94105

Dear Mr. Krueger,

I am concerned about the TCA building a Toll Road in the San Onofre State Park. If they were to build this it would ruin hiking trails, camping sites, surfing, open space, water quality, and animal homes. Also if we were to go on the toll road and pay the fee we would basically be paying to destroy our environment. Constructing the toll road would ruin ~~the~~ one of the last untouched watershed in California. Another problem would be that there would be a lot of traffic in the area. Please consider doing something about this terrible problem.

Sincerely your concerned San Diego

Signature on File

July 25, 2007

Patrick Kner

Chair

CCC

45 freemont St

San Francisco CA 94105

Dear Mr. Kner,

I am writing to ask ^{for} your support in Saving San Onofre State Park by denying the application from the TCA to construct a B/I Road.

This road would destroy water quality, surfing, camping, hiking, Animal Habitats & Native American history.

The last thing San Diego needs is another road especially one that will ruin the environment and be too expensive for middle to lower class people to drive on.

Sincerely,

Signature on File

Patrick Krueger

Chair

California Coastal Commission

45 Fremont St.

San Francisco, Ca 94105



July 25, 2007

Dear Mr. Krueger,

Please save San Onofre State Park. The Park's recreational activities such as hiking, camping, and surfing as well as its open space and animal habitat have all been put in danger by the TCA's plans for a toll road. The road, if put in place, would cut the park down the middle destroying these park's ^{activities} as well opening up opportunities for other California state parks to be built through.

Sincerely,

Signature on File



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Patrick Kruer, Chair
ATTN: Mr. Mark Delaplaine
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

RECEIVED

Sept. 24, 2007

SEP 26 2007

CALIFORNIA
COASTAL COMMISSION

RE: Foothill-South Toll Road CZMA Consistency Certification (Hearing Date, Oct. 11, 1007) - OPPOSITION

Dear Chairperson Kruer and Members of the Commission:

The Coastal Zone Management Act (CZMA) protects cultural, historical and habitat resources along the coast, which are of great importance to me. Due to severe impacts to these resources from the proposed Foothill-South toll road, the Commission must find inconsistency with the CZMA.

The toll road would have devastating consequences for the Native American sacred site, burial ground and ancient village Panhe and would seriously impair the ability of the Acjachemen people to practice their traditional cultural and religious ceremonies. Panhe is one of the few remaining Acjachemen sacred sites where the people can still gather for ceremony in an area that is secluded and exists in a pristine, natural state.

Specifically, the toll road would:

- Come within feet of the Acjachemen village and cemetery, thus severely and irreparably impacting the ceremonial use of the site. Currently the site is in a pristine natural state, the stars are easily visible at night and the noise level is generally low. However, if the toll road is built, the integrity of the site will be compromised and it will be difficult for Acjachemen people to engage in traditional religious practices at the site.
- Increase public access to the village and surrounding cultural and archaeological districts, and consequently increase the potential for looting and vandalism. According to the toll road's own EIR, impacts to the San Mateo Archeological District "will be adverse, and cannot be mitigated to below a level of significance."

The impacts of the proposed toll road on the sacred site and traditional cultural district of Panhe should not be examined in a vacuum. By its own study the toll road will not significantly alleviate traffic between San Diego and Los Angeles. The long term impact of the toll road will not be decreased traffic, it will be increased development. If the toll road is built, it is only a matter of time before more and more of the land within this traditional cultural district will be developed, leaving the Juaneno people with fewer and fewer places to engage in traditional cultural practices.

Please protect Panhe and San Onofre State Beach by opposing the Foothill South Toll Road.

Sincerely,

Signature on File

Irene Barnett
Adjunct Professor
Cultural Anthropology
Cypress College
9200 Valley View St.
Cypress, CA 90630

September 26, 2007

Patrick Kruer, Chair
ATTN: Mr. Mark Delaplaine
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

RECEIVED

SEP 26 2007

CALIFORNIA
COASTAL COMMISSION

RE: Foothill-South Toll Road CZMA Consistency Certification (Hearing Date, Oct. 11, 1007) - OPPOSITION

Dear Chairperson Kruer and Members of the Commission:

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Please protect Panhe and San Onofre State Beach by opposing the Foothill South Toll Road.

Sincerely,
Theresa Y Rocha
UCLA
Theresa.ysabel@ucla.edu

September 26, 2007
 Patrick Kruer, Chair
 Attention: Mr. Mark Delaplaine
 California Coastal Commission
 45 Fremont Street, Suite 2000
 San Francisco, CA 94105-2219

RECEIVED
 SEP 27 2007
 CALIFORNIA
 COASTAL COMMISSION

RE: Foothill-South Toll Road CZMA Consistency Certification (Hearing)

Date ,October !! 2007-Opposition
 Dear Chairperson Kruer and members of the Commission:

The Coastal Zone management Act (CZMA) Protects cultural, historical and habitat resources along the coast which are of great importance to me .. Due to severe impacts to these resources from the proposed Foothill-South toll road , the Commission must find inconsistency with the CZMA.

The Toll Road would have devastating Consequences for the Native American sacred sites ,Burial ground The ancient Village Panhe would be seriously impaired for the ability of the Acjachemen people to practice there traditional cultural and religious ceremonies Panhe is one of the few remaining Acjachemen sites where the people can still gather for ceremony in an area that is secluded and exists in a natural state.

The toll road would come within feet of the Acjachemen village and cemetery, and would seriously impair the use of our ceremonial use of this site.

If the toll road is built, this site will never be the same to engage in traditional Religious practices for the Acjachemen People.

What can we say ? ,Please do not desecrate this burial ground Our people have called the coast lands Of Southern California home for ten thousand years. Panhe is an ancient village, ceremonial site and burial ground It's located in San Onofre State Park. Many of the Acjachemen Juaneno tribal members can trace their Lineage directly back to the Village of Panhe, which is estimated to be at least 1,000 years old

The TCA claims 'there are no areas within the disturbance limits that are currently being used by living Native American Representatives of the Juaneno,' Yet our members have always used Panhe and continue to gather for ceremony, Community events and to pay respect to our Ancestors buried there

I MUST SAY THIS . I WILL LEAVE THE TOLL ROAD IN YOUR HANDS I PRAY THAT ALL OF YOU WILL MAKE THE RIGHT MOVE .Please keep in mind other avenues are there for all.

I would visit most of these Sacred lands of orange county In 1930 My Father ,was of Indian descent His Father was Acjchemen and Cahuilla Indian , these are our traditional lands.

Signature on File

Anita Espinoza
 1740 North Concerto Dr.
 Anaheim CA 92807
 714-779-8832

A Most Likely Descendant

RECEIVED
SEP 27 2007
CALIFORNIA
COASTAL COMMISSION

Dear Chairperson Kruer and Members of the Commission,

Construction of the toll road would pass within feet of our village and cemetery, drastically interfere with traditional ceremonial uses, and severely and irreparably damage the sacred site. Many of the Acjachemen/Juaneno tribal members can trace their lineage directly back to the Village of Panhe, which is estimated to be at least 1,000 years old.

Panhe is one of the few remaining Acjachemen sacred sites where the people can still gather for ceremony in an area that is secluded and exists in a pristine, natural state.

You have the authority to stop this project that would impact our ancestors, my family history going back to the year 1732. Please stop this, do not allow this to happen!

I appreciate your time and attention to this,

Lupe Bracamontes Acuna

Signature on File

Sept. 27, 2007

Patrick Kruer, Chair
ATTN: Mr. Mark Delaplaine
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

RECEIVED

SEP 27 2007

CALIFORNIA
COASTAL COMMISSION

RE: Foothill-South Toll Road CZMA Consistency Certification (Hearing Date, Oct. 11, 1007) - OPPOSITION

Dear Chairperson Kruer and Members of the Commission:

The Coastal Zone Management Act (CZMA) protects cultural, historical and habitat resources along the coast, which are of great importance to me. Due to severe impacts to these resources from the proposed Foothill-South toll road, the Commission must find inconsistency with the CZMA.

The toll road would have devastating consequences for the Native American sacred site, burial ground and ancient village Panhe and would seriously impair the ability of the Acjachemen people to practice their traditional cultural and religious ceremonies. ***Panhe is one of the few remaining Acjachemen sacred sites where the people can still gather for ceremony in an area that is secluded and exists in a pristine, natural state.***

Specifically, the toll road would:

- Come within feet of the Acjachemen village and cemetery, thus severely and irreparably impacting the ceremonial use of the site. Currently the site is in a pristine natural state, the stars are easily visible at night and the noise level is generally low. However, if the toll road is built, the integrity of the site will be compromised and it will be difficult for Acjachemen people to engage in traditional religious practices at the site.
- Increase public access to the village and surrounding cultural and archaeological districts, and consequently increase the potential for looting and vandalism. *According to the toll road's own EIR, impacts to the San Mateo Archeological District "will be adverse, and cannot be mitigated to below a level of significance."*

The impacts of the proposed toll road on the sacred site and traditional cultural district of Panhe should not be examined in a vacuum. By its own study the toll road will not significantly alleviate traffic between San Diego and Los Angeles. The long term impact of the toll road will not be decreased traffic, it will be increased development. If the toll road is built, it is only a matter of time before more and more of the land within this traditional cultural district will be developed, leaving the Juaneno people with fewer and fewer places to engage in traditional cultural practices.

Please protect Panhe and San Onofre State Beach by opposing the Foothill South Toll Road.

Sincerely,

Signature on File

September 27, 2007

Patrick Kruer, Chair
ATTN: Mr. Mark Delaplaine
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

RECEIVED
SEP 27 2007
CALIFORNIA
COASTAL COMMISSION

RE: Foothill-South Toll Road CZMA Consistency Certification (Hearing Date,
Oct. 11, 1007) -- OPPOSITION

Dear Chairperson Kruer and Members of the Commission:

The Coastal Zone Management Act (CZMA) protects park and habitat resources along the coast, which are of great importance to our family. Due to severe impacts to these resources from the proposed Foothill-South toll road, the Commission must find inconsistency with the CZMA. The toll road would have devastating consequences for future generations of Californians, which would be averted by your denial. Specifically:

The Coastal Act simply does not allow a highway use within an environmentally sensitive habitat area (ESHA). Even if it were allowed, endangered species living along our coast would be pushed toward extinction, irreparably harming coastal resources. The mitigation proposed by the toll road agency is in an inland location that leaves the coast with a huge, and unallowable, disruption of ESHA.

Running the length of San Onofre State Beach, the toll road would irreparably harm unique, affordable coastal recreation. The San Mateo Campground would likely be closed due to adjacency to a 6-lane highway, which would severely degrade the now peaceful visitor experience. The loss of most of this state park is unacceptable given the increasing need for high quality coastal recreation.

Because cut and fill would destabilize steep canyons, and because mitigation measures are inadequate, erosion would alter the sediment formations that create the world famous waves at Trestles Beach, putting them in jeopardy. Water quality is excellent today, but may not remain so if the toll road is built.

Alternatives that save the park and its rare coastal habitats are available and practical. The good news is that the toll road agency grossly overestimated the number of structures that would be displaced by Interstate-5 improvements. These improvements are as good or better than the toll road for congestion relief.

Please reject the consistency application and protect the coast -- according to the law -- for generations to come.

Sincerely,

Brian and Jane Coffin
Residents-Solana Beach, CA

Sept. 27, 2007

Patrick Kruer, Chair
ATTN: Mr. Mark Delaplaine
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

RECEIVED
SEP 27 2007
CALIFORNIA
COASTAL COMMISSION

RE: Foothill-South Toll Road CZMA Consistency Certification (Hearing Date, Oct. 11, 1007) - OPPOSITION

Dear Chairperson Kruer and Members of the Commission:

The Coastal Zone Management Act (CZMA) protects cultural, historical and habitat resources along the coast, which are of great importance to me. Due to severe impacts to these resources from the proposed Foothill-South toll road, the Commission must find inconsistency with the CZMA.

The toll road would have devastating consequences for the Native American sacred site, burial ground and ancient village Panhe and would seriously impair the ability of the Acjachemen people to practice their traditional cultural and religious ceremonies. ***Panhe is one of the few remaining Acjachemen sacred sites where the people can still gather for ceremony in an area that is secluded and exists in a pristine, natural state.***

Specifically, the toll road would:

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The impacts of the proposed toll road on the sacred site and traditional cultural district of Panhe should not be examined in a vacuum. By its own study the toll road will not significantly alleviate traffic between San Diego and Los Angeles. The long term impact of the toll road will not be decreased traffic, it will be increased development. If the toll road is built, it is only a matter of time before more and more of the land within this traditional cultural district will be developed, leaving the Juaneno people with fewer and fewer places to engage in traditional cultural practices.

Please protect Panhe and San Onofre State Beach by opposing the Foothill South Toll Road.

Sincerely,

Signature on File

Mary Rose Parue, Operations Director of the Asian Pacific Environmental Network

Coastal Commission Chair Patrick Kruer
And Commissioners
Attn: Mark Delaplane

September 20, 2007

RECEIVED

SEP 24 2007

CALIFORNIA
COASTAL COMMISSION

Re: SR-241 Toll Road Coastal Permit Application Request

Dear Chairman and Commissioners;

It does not make good sense to diminish valuable coastal and recreation resources because transportation in south Orange County is a mess. There are many alternatives to fix the transportation system that do not require constructing a freeway through a unique riparian and beach location. In fact, the project EIR lists a few concepts and alternatives routes that have little or no impact in the coastal zone. No doubt other concepts will be presented as well.

The need to improve transportation is great; the need to protect coastal resources is greater. The coastal and recreation resources can remain in tact and unaltered while the transportation system is improved. Traffic congestion relief and additional capacity can be achieved without the direct impact to this location in the Coastal Zone. The State, Caltrans, the county transportation agency, OCTA, and the county and the five municipalities that border the I-5 should work together and pool their transportation funds to improve the I-5 through South County. Also, TCA should continue the southward extension of the SR-241 into the county undeveloped land, swing it westward and connect it to the SR-73 to complete Orange County's long planned roadway infra structure system as the county approaches build out.

Implementation of this concept accomplishes two major objectives: it preserves vital coastal and recreation resources and completes the county's freeway/toll road system, both vital elements to serve the burgeoning communities in Orange County.

Since the transportation problem can be fixed through municipal will and funds, there is no good reason why the people of the State must sacrifice or diminish one more coastal resource. Once we lose or lessen the value of a natural resource it is forever lost.

Do not allow the SR-241 to enter the Coastal Zone.

Signature on File

Robert F Joseph

Carl Seibert
913 Powell Court • Costa Mesa, CA 92626 • (714) 979-2364

October 9, 2007

Chairman Patrick Kruer
California Coastal Commission
(c/o Mr. Mark Delaplane)
45 Fremont St., Ste. 2000
San Francisco, CA 94195-2219

Honorable Chairman Kruer:

I have no doubt you frequently wrestle with questions like, "What is the price of 'progress'?" and "How much is too much?" Growth-related issues on our coast - and their attendant problems - are something all Californians have a stake in. And we should "wrestle" with them too.

My family and I have recently - and frequently - struggled with trying to grasp why anyone would allow, much less want to build, a private toll road through San Onofre State Beach and Park. This senic area is a gem, belonging to all the people of California. It is ours to enjoy and share with our fellow americans - as well as the rest of the world. (As I did with relatives from Switzerland last Summer. What should I tell them if you allow private profit to triumph over public interest and this park is carved up for a toll road?)

What can possibly justify the irreperable mutilation of this (our) beautiful state park? Is it so well-to-do residents of Coto de Caza, Foothill Ranch and Rancho Santa Margarita have an easi~~er~~ drive to Lego Land, Marine World and the spas at La Costa? Is it because wealthy developers and contractors need to become wealthier? Where on earth, or at least in our beautiful state, is it mandated that the needs holdings of the many must be subverted for the benefit of a small, well-off few? If this is not "Growth For Growth's Sake", (The credo of cancer cells, best stated by the late author Edward Abbey.) then someone please explain to me what it is. I know what it is not. It is not in the best interests of California. That should be reason enough to put an end to it.

When it is time for you and your coleagues to reach a decision, I hope - I pray - you will do what is right for all Californians and all who come to visit our beautiful state. Please do not allow this road built through our state park and beach.

Sincerely,

Signature on File



GLENDALE - LA CRÉSCENTA ADVOCATES



December 26, 2007

3924 El Caminito St.
La Crescenta, CA 91214
(818) 248-1793

Peter M. Douglas.
Executive Director
California Coastal Commission
45 Fremont Street, #2000
San Francisco, CA 94105

Dear Sir:

I am most concerned with the present attempt, by Orange County Transportation management, to construct a highway directly through the State Park at San Onofre State Beach! This highway will be approximately 40' wide, 4 miles long, and become a toll road???

San Onofre State Beach is one of the most well used state parks and recreation areas in Southern California. To place a roadway of any kind, let alone a highway, through any park is not only ludicrous, but a danger to the health and safety of those adults and children attending it

Additionally, most communities in Southern California lack sufficient parks and recreation areas for their present populations, not to mention the increasing need for them in the future with millions more people living in this state!

There appears to be little, if any, need for a toll road through a park. It's merely another way, through greed and poor planning, to increase traffic which is at near gridlock most everywhere now. What we need, and where this highway through the park money should be spent, is on alternative forms of transportation such as light rail, high speed rail and other forms of non-auto transportation.

From a safety standpoint, from a recreation standpoint, from an environmental standpoint, from an aesthetic standpoint, it is imperative that you commissioners act on behalf of the people of this state and firmly turn down this shortsighted and ill planned proposal. Lets not establish a precedent of building roads through parks, recreation areas and beaches for which, later on, we all will be sorry. Thank you.

Signature on File

Richard Seeley ✓

Cc: Commissioners Blank, Wan, Burke, Kram, Kruer, Clark, Hueso, and Shallenberger.



CAPRETZ &
ASSOCIATES

Lawyers

www.capretz.com
jcapretz@capretz.com

James T. Capretz

September 20, 2007

California Coastal Commission
Patrick Kruer
c/o Mark Delaplane
45 Fremont Street, #2000
San Francisco, CA 94105

Re: Trestles Beach and the proposed Foothill-South Toll Road October 11 Hearing

Dear Mr. Kruer:

I urge you to reject the consistency application for the proposed Foothill-South toll road. The toll road would cause irreparable harm for current and future park users. Specifically:

-The toll road would irreparably harm affordable coastal recreation which is such an important part of the quality of life in Southern California. The popular San Mateo Campground may have to be closed due to the construction of 16-foot sound walls next to the now-tranquil campground. Access to the beach would become an unpleasant, urban experience due to the replacement trail actually crossing over the proposed toll road. The loss of a significant part of the unique San Onofre State Beach is unacceptable given the ever-increasing need for quality and affordable coastal recreation.

-Construction-related erosion would negatively alter the world famous waves at Trestles Beach. Also, water quality in San Mateo Creek is excellent today, but probably would not remain so if the toll road is built.

-Endangered species living along our coasts would be pushed toward extinction, irreparably harming coastal resources of our citizenry.

-Alternatives that save the park and its rare coastal habitats are available and practical. They should be revisited. It is interesting to know that the toll road agency overestimated the number of structures that would be displaced by Interstate 5 improvements. These improvements should bring the toll road congestion relief currently being sought.

California Coastal Commission
Patrick Kruer
c/o Mark Delaplane
September 20, 2007
Page -2-

I urge you to reject the consistency application -- protect and preserve San Onofre State Beach and a unique part of California's coast for generations to come.

Thank you for your attention to our concerns.

Signature on File

James T. Capretz
CAPRETZ & ASSOCIATES

New 8/16/06

To Whom It May Concern

-This is a working copy of a report prepared to illustrate the possible negative environmental impact on the southern Orange County/northern San Diego coast if the proposed toll highway is built through the Mission Viejo Ranch property as the southern extension of the Foothill Transportation Corridor. 7

By: Dr. Ivan P. Colburn, Prof. Emeritus,
Dept. of Geological Sciences
California State University, Los Angeles
Specializing in the study and teaching of coastal processes and environments
primarily related to the Southern California coast
Licensed Geologist # 3152 State of California
e-mail: icolbur@calstatela.edu
Fax # (323) 343-2435, office # (323) 343-2413,
Residence: 1559 Oakdale St., Pasadena, CA, 91106
(626) 796-1412

INTRODUCTION, 8/16/06

There are three coastal drainage basins of significant environmental importance on the southern Orange/northern San Diego coast. These are the San Juan Creek basin which is entirely within Orange County; the San Mateo Creek basin which is partially in southern Orange County and partially in northern San Diego County; and the San Onofre Creek drainage basin which is entirely within San Diego County and the Camp Pendleton Marine base. All three drainage basins have their headwaters on the western flank of the Santa Ana Mountains and cross through the southern part of the San Joaquin Hills on their way to the coast. These latter hills are right on the coast at Laguna Beach and San Clemente. The San Joaquin Hills and the Santa Ana Mountains combined are among the principal mountain elements of the northern Peninsular Ranges Province. Among all of the Orange County drainage basins, San Juan Creek is second only to the Santa Ana river basin in terms of length and areal extent.

The Orange County Toll Road Authority has proposed building an extension to the Orange County Foothill toll highway across the undeveloped upper part of the San Juan Creek basin and down through the undeveloped San Mateo Creek drainage basin to the coast where it is proposed to join the I-5 south of San Clemente.

If the proposed toll highway is built as planned it will create numerous environmental problems, both in these basins and on the adjacent coast that stretches from Doheny Beach to the San Onofre coast.

The proposed toll highway is scheduled to run right through the inland part of the San Onofre State Park campground which is located in the lower part of the San Mateo drainage basin. As presently structured, the toll highway will environmentally degrade the bucolic character of the lower San Mateo Valley and the heavily used and very popular San Onofre State Park campground. There will be the structural presence of the highway, toxic runoff from the highway and the noise from all the vehicular traffic

The toll highway will open up all the undeveloped private land in the Orange County part of the upper San Juan Creek drainage basin and all of the Cristianitos Creek part of the San Mateo drainage basin to urban development. Most of the private land within these basins is owned by the Mission Viejo Ranch Company. This company has already laid out its plan for developing its land into housing tracts, commercial structures, paved roads, concrete flood control channels, etc. The projected urbanization will generate a number of negative environmental changes in these basins and along the adjacent coast. In addition, much of the natural history resources in the basins will be lost as a result of the urban development.

These basins are the last of the relatively undeveloped coastal basins on the Orange County part of the Southern California coast. If urbanization of these basins goes forward, not only will the coastal natural history resources present in these basins be lost, but equally important will the covering up of the geologic bedrock formations and soil in these basins. These geologic elements have for millenia served as the sole source of sand for the beaches at Doheny, Capistrano Beach, San Clemente, Cottons Point/Trestles, Marine Corps Recreation Beach, and San Onofre. Once these geologic formations are covered with urban sprawl, the long time service of these drainage basins as suppliers of sand to the nearby coast will be terminated.

Moreover, it has been the stream channels in these basins that have served equally long as conduits carrying sand to the coast. Part of all urbanization activity in Southern California has been to confine natural stream channels into narrow concrete trenches. Concrete channelization of the stream beds will limit the streams ability to erode sand from the sand-bearing formations in the basins and limit their ability also to transport the sand to the coast.

With the geologic formations no longer exposed to stream erosion and without the free flowing streams to erode the sand from the basins and transport it to the coast there will be no replenishment of the sand that is annually washed from the beaches by wave erosion. The loss of the sand supply will mean that the sand berms on our beaches will gradually disappear.

These sand berms have for millennia been serving as protective barriers against wave erosion of the extensive line of sea cliffs that mark the coastline of Orange and San Diego counties. The sand berms have also served for decades as scenic and recreational components of our coast. When the beach berms disappear because there is no sand replenishment there will be a negative impact on the recreational use of these beaches and that in turn will have a very severe negative impact on the tourist economy of south Orange County coastal communities.

In addition, as the sand berms disappear along the coast of Orange/San Diego counties, the waves will begin making direct attacks on the sea cliffs, as they are now doing at several locations along San Clemente and San Onofre coasts. When the sand is no longer carried out of the San Juan and San Mateo basins, it will become necessary to line the base of all the sea cliffs along the south Orange County coast with giant rip-rap walls in order to protect the sea cliffs from the increased wave attack that will surely follow.

Because Orange County is already experiencing the loss of sand berms along some stretches of its coast, there are large stretches of it that are lined with giant rip-rap boulders. Today the waves at high tide and high surf break against the rip rap with no place on the beach for people to safely sit.

We must do all we can to protect the inland source of our sand in order to protect our coast from devastating wave erosion. It is far better to protect our

coast from wave erosion by protecting our local source of sand than it is to barricade our coast with rip-rap or to haul in sand by railroad car from the desert to replace lost sand as has been the case at Sunset Beach and Surfside Beach in northern Orange County.

We must also protect the stream systems that erode and transport the sand to the coast. Weather plays a vital role in getting sand to our beaches from our coastal basins. We need high rainfall levels to create the rainwash that erodes the sand from the walls of these coastal basins and we need high rainfall levels to create flooding streams in order to get the sand transport to the coast where it is added to our beaches. We cannot control the weather. That means we must control that which we have the capacity to control. We can control the sand supply by protecting the source of the sand for our beaches and that means protecting the geologic formations and natural soil in our two coastal basins from urbanization.

Land Use

Dear Chairwoman Meg Caldwell,

My name is Patrick Gerde.

I am an Environmentalist currently living in Southern California. Surfing is a big part of my life. I am

deeply concerned about the 241 Foothill South Toll Road Extension.

It threatens to destroy one of the best surf spots on Earth.

Also, there are many endangered species that would be killed or displaced.

I do not know if you have ever surfed, but it is one of the most aesthetically pleasing activities I have ever ~~tha~~ taken part in. And, Trestles (the surf spot

in question) is lovely. It is a little bit of a trek to get there, ~~but~~ ~~with~~ which is why it is so pleasing. Families (a lot who vote) go there, kids learn to surf, grow up, and take their kids there.

Please, I beg of you. Do whatever you can to stop this needless destruction. Surfers and endangered animals matter. Thank you so much for your time.

Patrick S. Gerde
939 West 19th St #34,
Costa Mesa, CA
92627

Signature on File

Dear Chairwoman Meg Caldwell,

My name is Patrick Stanley Gerde and I am a surfer. I am deeply concerned about the proposed development of the 241 toll road extension in southern California. Not just because it would displace many endangered animals, but because it would destroy one of the best waves on Earth.

Please see to it that all the necessary permits and approvals are denied. And, let me know if I could do anything to help.

Patrick Stanley Gerde

(714) 554-8906

Thank You,

939-West 19th St #B4
Costa Mesa, CA.
92627

Signature on File

Agenda item # K
Thurs., Oct. 11, '07

October 1, 2007

California Coastal Commission
South Coast District Office
200 Oceangate, 10th Floor
Long Beach, CA 90802-4416

RECEIVED
South Coast Region
OCT 18 2007
CALIFORNIA
COASTAL COMMISSION

Dear Staff:

I would greatly appreciate it if the attached commentary regarding the proposed route for a toll road extension which would go through San Onofre State Beach were given to each of the decision-makers and appropriate staff members.

Signature on File

Ray E. Williams
Box 50-PMB 197
Lake Arrowhead, CA 92352
909/337-0142
bakbayray@verizon.net

SOME THOUGHTS REGARDING THE POTENTIAL INVASION AND DEVASTATION OF SAN ONOFRE STATE BEACH

Yesterday, September 29, 2007, several readings and events combined to create the thoughts presented here. I read the article in the *Los Angeles Times* about the California Coastal Commission report in which it states that the proposed toll road route through the public property of San Onofre State Beach would violate several state laws. I also read the analysis in *Newsweek* (September 24, 2007, issue) of Ken Burns latest video presentation about World War II, in which enough realities were presented to show that all sides were nasty. Then I watched for the first time the two-hour beautiful presentation called "Winged Migration," which presents life from the birds' point of view: Again, it's not very difficult to see humans as villains.

My bottom line here is that even though alternative routes would cost more and disrupt some members of our own species, they would not cause extinctions and the disappearance of our habitat. We can live just about anywhere, but some of the species of life in the San Onofre State Beach cannot. Monetary costs should not be used as the determining factor here. We manage to find money when it's needed, don't we? But, what we would lose by selecting the "preferred" route cannot be measured in mere dollars and cents.

After sixty years as an environmental activist, among other avocations and vocations such as being a biology professor, a state park naturalist, a city councilman (Newport Beach), one of the key volunteer citizens in helping create Upper Newport Bay Ecological Reserve, chairman of three different public committees regarding the protection and development of the western portion of the Puente-Chino Hills Wildlife Corridor, I believe I am more than qualified to comment on the "preferred" route of the proposed toll road extension through the San Onofre State Beach property.

Constantly on my mind since December, 2005, and influencing what is written here is the future development now taking place at Upper Newport Bay. Interested, and knowledgeable, but ordinary, people, cannot get bureaucrats to get out of the way and let good things happen at the new Back Bay Science Center now almost built.

A few days ago, a migrating yellow warbler hit a window at our home and landed stunned on our deck. It didn't look like it would recover, but we put it into a shoe box and kept it protected inside our home overnight. In the morning, the box was taken outside and the lid removed. The warbler immediately flew into a tree. A bit later, the tree was checked and it was gone. What a good feeling for those who "saved" it!

Regarding the "chosen" route for the toll road extension through a major area

of our rapidly dwindling nature in coastal southern California, several things are made quite obvious. Other species are way down the list in importance compared to our own species. We would sooner cause some species to disappear completely than inconvenience our own kind. Money trumps environment; the selected alternative through public property is less expensive than the alternatives. In that we continue to build ever more roadways, we've made time our most important commodity. We do nothing to limit growth . . . because that might limit the number of future customers so more money could be made by a limited few. Do you know of any Chambers of Commerce that want their area to decline in population? Yet we all know that southern California will continue to increase its human population to an ever-increasing point of discomfort not only to our own species but to most others. Nature's economy is steady state and looks toward the long-term continuity of the status quo. Our economic strategy is based upon continual growth and fails to consider any natural limits to the only planet we know that can sustain us.

This is your chance to protect some nature for the future and give notice that coastal zone alterations should at least relate to the coastal zone. A disruptive multilane freeway for human transportation does not do that. Please do not give in to the moneyed interests.

Ray E. Williams
Professor Emeritus of Biology
Rio Hondo College
Whittier, CA

Signature on File

home address:
Box 50--PMB 197
Lake Arrowhead, CA 92352

Chairman Patrick Kruer
c/o Mark Delaplaine
CA Coastal Commission
45 Fremont Street
Suite 2000
San Francisco, CA 94105-2219

RECEIVED

OCT 12 2007

CALIFORNIA
COASTAL COMMISSION

Dear Chairman Kruer and California Coastal Commission,

I strongly oppose the extension of the Foothill-South Toll Road (SR 241). If constructed, this project will profoundly compromise the popular San Onofre State Beach and the San Mateo Campground. This is one of the last areas of coastal land available to the public in Southern California, and needs to be protected at all costs.

Trestles, the "Yosemite of surfing", is at risk of damaged wave formation by altering the natural sediment flow of the San Mateo Creek. I am also concerned that polluted runoff from the road will impact the pristine water quality at Trestles beach. This road project will destroy the unique coastal wilderness experience at Trestles that cannot be found elsewhere in the region. Not only will the road diminish the beauty and integrity of our coastline, but it will fundamentally set a dangerous precedent for our State Park system. Further, it is worrisome that this road will devastate wildlife habitat and ultimately create urbanization and poorly planned development.

Please protect San Onofre State Beach by opposing the Foothill-South Toll Road. Over 20 million people live at the door step of this beautiful park. Families from Los Angeles to San Diego, and throughout California, rely on the Park for vacations and recreation, and we need your help to protect it.

As an Oregonian, I personally have enjoyed camping and recreating in this popular park on visits that I have to and thru the state of California on my way to Baja. I know I am not alone in this enjoyment as people come from all over the world to enjoy the unique experience that Trestles has to offer. This area is an oasis for the ocean culture in an otherwise concrete Jungle.

Signature on File

Gus Gates
240 Rhododendron Dr.
Florence, OR 97439

Ms. Sandra Stehlin-Conservation Chair
OH-PA Div. American Canoe Association
6431 Bridgetown Rd Lower Level
Cincinnati, OH 45248-2934

Oct 4, 2007

Mr. Patrick Krueer
45 Fremont, Suite 2000
San Francisco, CA 94105-2219

Dear Mr. Krueer,

I urge the California Coastal Commission to withhold its approval of the Foothill Transportation Corridor South (FTC-South) project because the toll road will cause significant harm to one of southern California's best remaining natural treasures: the watershed of San Mateo Creek, San Onofre State Beach and Trestles Beach.

San Mateo Creek is part of one of the last largely undeveloped coastal watersheds in southern California, forming the backbone of a very complex ecosystem. In the heart of one of America's most populated, developed areas, San Mateo Creek and San Onofre State Beach are an oasis of respite and world-class recreation. The San Mateo also provides irreplaceable habitat for a wide range of fish and wildlife.

San Mateo Creek lies at the heart of this scenic sanctuary -- it is vital to protect this incredible resource that provides astounding economic, recreational and ecological benefits to local communities and wildlife. In addition, Orange County and San Clemente reap bountiful economic benefits from surfing-related tourism and retail sales. As one of California's most popular state parks, San Onofre attracts residents, visitors, surfers, swimmers, campers, kayakers, birders, fishermen, off-duty Marines, bicyclists and sunbathers to its natural beauty and first-rate recreational opportunities.

The proposed 16-mile long FTC-South toll road would cut directly through San Mateo Creek and San Onofre State Beach. The toll road would have massive impacts on southern California's last remaining pristine coastal watershed and substantially degrade habitat vital to the survival of endangered species that live in the state park. The FTC-South would require enormous alteration of the hillsides and terrain in the park, as well as millions of yards of hard reinforcement (steel, concrete and other materials), which would permanently change the natural sediment and water flow from San Mateo Creek. This altered sediment flow from San Mateo Creek will put Trestles, the Yosemite of Surfing at risk of damaged wave formation. Additionally, the naturally healthy and clean water in the ocean at Trestles will be replaced by road runoff and contaminated with numerous pollutants. These changes to sedimentation and water quality will also damage the creek bottom habitats and alter the natural systems that support the vast biological diversity found there.

Southern California now runs the risk of losing one of its best remaining natural and recreational assets. I urge the California Coastal Commission to protect San Mateo Creek, San Onofre State Beach, and the citizens of California by denying approval of this toll road.

Thank you for your consideration.

Signature on File

Ms. Sandra Stehlin

*More nature
less roads*

Holly Heighberger

6560 Chaffee Court, Brecksville, Ohio 44141

October 4, 2007

Mr. Patrick Kruer
45 Fremont, Suite 2000
San Francisco, CA 94105-2219

Dear Mr. Kruer,

I urge the California Coastal Commission to withhold its approval of the Foothill Transportation Corridor South (FTC-South) project because the toll road will cause significant harm to one of southern California's best remaining natural treasures: the watershed of San Mateo Creek, San Onofre State Beach and Trestles Beach.

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Southern California now runs the risk of losing one of its best remaining natural and recreational assets. I urge the California Coastal Commission to protect San Mateo Creek, San Onofre State Beach, and the citizens of California by denying approval of this toll road.

Thank you for your consideration

Signature on File

Ms. Holly Heighberger
6560 Chaffee Ct
Brecksville, OH 44141-2460

JUSTIN MASSEY

1026 WEST 4TH AVENUE SUITE 201 | ANCHORAGE, AK 99501

November 6, 2007

Patrick Kruer
Chair
California Coastal Commission
45 Fremont Street
Suite 2000
San Francisco, CA 94105-2219

RECEIVED
South Coast Region

NOV 7 2007

CALIFORNIA
COASTAL COMMISSION

Re: Please Oppose the Consistency Certification for the Proposed Foothill-South Toll Road
(No. CC-018-77)

Dear Mr. Kruer:

I write to urge the Coastal Commission to deny the consistency certification sought by the Foothill/Eastern Transportation Corridor Agencies ("TCA") for its proposed extension of the Foothill-South Toll Road (SR 241) in Orange and San Diego counties. The Commission staff recommends denial of the certification because it would be "inconsistent with the enforceable policies of the CCMP." (Staff Rec. at 19). I write, as someone raised in San Clemente who plans to reside there again, to emphasize the personal and global importance of the affected area and my expectation that governments at all levels will provide effective and environmentally conservative solutions to our transportation challenges, an outcome this proposal fails to deliver.

The Commission surely knows this project would adversely impact San Onofre State Beach, and the damaging precedent this would set for all other State parks. The Commission also surely knows this project would adversely impact the coastal zone. I grew up surfing at Trestles and San Onofre, and hiking in the Santa Ana Mountains and San Mateo Creek watershed, so this area is an irreplaceable part of me. It is also a national treasure for its recreational value, globally significant biodiversity, and the critical habitat it provides for imperiled species including the mountain lion and many species listed under the Federal Endangered Species Act.

The Commission staff reports that "th[is] project will ultimately foster continued growth, low density housing and inefficient transit patterns and the overall traffic system will be equally or more congested than it is currently." (E.g., Staff Rec. at 219). In short, "TCA is proposing to build a road that will likely lead to increased VMT and therefore increased greenhouse gas emissions." (*Id.*) TCA wants to take a step backward in transportation efficiency, public health, environmental quality, and quality of life. At a time when the Intergovernmental Panel on Climate Change, California Climate Change Center, U.S. Geological Survey, National Oceanic & Atmospheric Administration, Department of Defense, and other agencies report that global warming threatens the ability of the planet to sustain life, this costly, counterproductive, and harmful project would profoundly disserve us all.

The Foothill-South Toll Road would run afoul of the priorities codified in the Coastal Act. For the foregoing reasons, and in support of the staff recommendation, I urge the Commission to deny the consistency certification sought by the TCA.

Thank you for accepting this comment.

Signature on File

Justin Massey

Cc: Arnold Schwarzenegger, Governor
Ruth Coleman, Director of State Parks
Mark Wyland, State Senator
Mimi Walters, State Assemblywoman
Barbara Boxer, U.S. Senator
Dianne Feinstein, U.S. Senator
Ken Calvert, U.S. Representative
Pat Bates, Orange County Supervisor
Bill Horn, San Diego County Supervisor
Lance MacLean, Chair of F/ETCA Board of Directors
Jim Dahl, Mayor of San Clemente

Sept. 27, 2007

Patrick Kruer, Chair
ATTN: Mr. Mark Delaplaine
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

RECEIVED
SEP 27 2007
CALIFORNIA
COASTAL COMMISSION

RE: Foothill-South Toll Road CZMA Consistency Certification (Hearing Date,
Oct. 11, 2007) – OPPOSITION

Dear Chairperson Kruer and Members of the Commission:

The Coastal Zone Management Act (CZMA) protects park and habitat resources along the coast, which are of great importance to me. Due to severe impacts to these resources from the proposed Foothill-South toll road, the Commission must find inconsistency with the CZMA. The toll road would have devastating consequences for future generations of Californians, which would be averted by your denial. Specifically:

The Coastal Act simply does not allow a highway use within an environmentally sensitive habitat area (ESHA). Even if it were allowed, endangered species living along our coast would be pushed toward extinction, irreparably harming coastal resources. The mitigation proposed by the toll road agency is in an inland location that leaves the coast with a huge, and unallowable, disruption of ESHA.

Running the length of San Onofre State Beach, the toll road would irreparably harm unique, affordable coastal recreation. The San Mateo Campground would likely be closed due to adjacency to a 6-lane highway, which would severely degrade the now peaceful visitor experience. The loss of most of this state park is unacceptable given the increasing need for high quality coastal recreation.

Because cut and fill would destabilize steep canyons, and because mitigation measures are inadequate, erosion would alter the sediment formations that create the world famous waves at Trestles Beach, putting them in jeopardy. Water quality is excellent today, but may not remain so if the toll road is built.

Alternatives that save the park and its rare coastal habitats are available and practical. The good news is that the toll road agency grossly overestimated the number of structures that would be displaced by Interstate-5 improvements. These improvements are as good or better than the toll road for congestion relief.

Please reject the consistency application and protect the coast – according to the law – for generations to come.

Sincerely, Donald Davis
455 E. Cliff St
Solana Beach, Ca. 92075

Signature on File

Christopher MacPhail

Fax Document

1045 Via Mil Cumbres · Solana Beach, CA · 92075 · USA

Home: 858 793-2480

Email: chris33@themacphails.com

Work: 858 793-0085

Fax: 858 793-3680

Date: 27 September, 2007

Number of total pages: 1

To: Patrick Kruer, Chair
ATTN: Mr. Mark Delaplaine
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
Fax: 415-904-5400.

RECEIVED

SEP 27 2007

CALIFORNIA
COASTAL COMMISSION

RE: Foothill-South Toll Road CZMA Consistency Certification (Hearing Date, Oct. 11, 1007) –
OPPOSITION

Dear Chairperson Kruer and Members of the Commission:

The Coastal Zone Management Act (CZMA) protects park and habitat resources along the coast, which are of great importance to me. Due to severe impacts to these resources from the proposed Foothill-South toll road, the Commission must find inconsistency with the CZMA. The toll road would have very unfortunate consequences for future generations of Californians.

The Coastal Act does not allow a highway use within an environmentally sensitive habitat area (ESHA). The mitigation proposed by the toll road agency is in an inland location, which does not make up for the loss along our coast.

Running the length of San Onofre State Beach, the toll road would irreparably harm unique, affordable coastal recreation. The San Mateo Campground would likely be closed due to adjacency to a 6-lane highway, which would severely degrade the now peaceful visitor experience. The loss of most of this state park is unacceptable given the increasing need for high quality coastal recreation.

Because cut and fill would destabilize steep canyons, and because mitigation measures are inadequate, erosion would alter the sediment formations that create the world famous waves at Trestles Beach, putting them in jeopardy.

Alternatives that save the park and its rare coastal habitats are available and practical. The toll road agency grossly overestimated the number of structures that would be displaced by Interstate-5 improvements. Improving Interstate-5 would be better than the toll road for congestion relief.

Please reject the consistency application and protect our coastline.

Signature on File

Christopher MacPhail

RECEIVED

SEP 27 2007

CALIFORNIA
COASTAL COMMISSION

September 27, 2007

Patrick Kruer, Chair
ATTN: Mr. Mark Delaplaine
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

RE: Foothill-South Toll Road CZMA Consistency Certification (Hearing Date, Oct. 11, 1007) – OPPOSITION

Dear Chairperson Kruer and Members of the Commission:

The Coastal Zone Management Act (CZMA) protects cultural, historical and habitat resources along the coast, which are of great importance to me. Due to severe impacts to these resources from the proposed Foothill-South toll road, the Commission must find inconsistency with the CZMA.

The toll road would have devastating consequences for the Native American sacred site, burial ground and ancient village Panhe and would seriously impair the ability of the Acjachemen people to practice their traditional cultural and religious ceremonies. *Panhe is one of the few remaining Acjachemen sacred sites where the people can still gather for ceremony in an area that is secluded and exists in a pristine, natural state.*

Specifically, the toll road would:

- Come within feet of the Acjachemen village and cemetery, thus severely and irreparably impacting the ceremonial use of the site. Currently the site is in a pristine natural state, the stars are easily visible at night and the noise level is generally low. However, if the toll road is built, the integrity of the site will be compromised and it will be difficult for Acjachemen people to engage in traditional religious practices at the site.
- Increase public access to the village and surrounding cultural and archaeological districts, and consequently increase the potential for looting and vandalism. *According to the toll road's own EIR, impacts to the San Mateo Archeological District "will be adverse, and cannot be mitigated to below a level of significance."*

The impacts of the proposed toll road on the sacred site and traditional cultural district of Panhe should not be examined in a vacuum. By its own study the toll road will not significantly alleviate traffic between San Diego and Los Angeles. The long term impact of the toll road will not be decreased traffic, it will be increased development. If the toll road is built, it is only a matter of time before more and more of the land within this traditional cultural district will be developed, leaving the Juaneno people with fewer and fewer places to engage in traditional cultural practices.

Please protect Panhe and San Onofre State Beach by opposing the Foothill South Toll Road.

Sincerely,

Lynne Jeffries
24792 Eaton Lane
Laguna Niguel, CA 92677

September 24, 2007

Patrick Kruer, Chair
ATTN: Mr. Mark Delaplaine
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

R E C E I V E D

SEP 26 2007

CALIFORNIA
COASTAL COMMISSION

RE: Foothill-South Toll Road CZMA Consistency Certification (Hearing Date, Oct. 11, 2007) – OPPOSITION

Dear Chairperson Kruer and Members of the Commission:

I have camped in this area and love its natural beauty. The proposed toll road would have a devastating impact on San Onofre State Beach on many levels and I urge you to uphold the Coastal Act and STOP the Foothill-South toll road for these reasons:

1. The Coastal Act does not allow highways within an ESHA and if you approve this toll road you will be disrupting precious and vital habitat and endangering coastal species.
2. The toll road may jeopardize the San Mateo Campground. Since it will run the length of San Onofre State Beach it will have a devastating impact on this valuable recreation area as well as the world famous Trestles surfing spot. Since the Coastal Act was created in large part to ensure there is affordable visitor serving access for coastal recreation you **MUST DENY** this toll road.
3. There is inadequate mitigation to deal with the cut and fill required to build this road. The possibility is great that the ensuing erosion could negatively impact both the waves of Trestles and the surrounding water quality.
4. There are available alternatives to the toll road that could result in congestion relief.

Please support the Coastal Act and protect this invaluable section of the California coastline by denying the application.

Signature on File

Victoria Cypher /
207 N. Acacia Avenue
Solana Beach, CA 92075

James M. Ratzer Family
360 S. Nardo Ave.
Solana Beach, CA 92075
Sept. 24, 2007

RECEIVED

SEP 26 2007

CALIFORNIA
COASTAL COMMISSION

Patrick Kruer, Chair
ATTN: Mr. Mark Delaplaine
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

RE: Foothill-South Toll Road CZMA Consistency Certification (Hearing Date, Oct. 11, 2007) - OPPOSITION

Dear Chairperson Kruer and Members of the Commission:

The Coastal Zone Management Act (CZMA) protects park and habitat resources along the coast, which are of great importance to me. Due to severe impacts to these resources from the proposed Foothill-South toll road, the Commission must find inconsistency with the CZMA. The toll road would have devastating consequences for future generations of Californians, which would be averted by your denial. Specifically:

The Coastal Act simply does not allow a highway use within an environmentally sensitive habitat area (ESHA). Even if it were allowed, endangered species living along our coast would be pushed toward extinction, irreparably harming coastal resources. The mitigation proposed by the toll road agency is in an inland location that leaves the coast with a huge, and unallowable, disruption of ESHA.

Running the length of San Onofre State Beach, the toll road would irreparably harm unique, affordable coastal recreation. The San Mateo Campground would likely be closed due to adjacency to a 6-lane highway, which would severely degrade the now peaceful visitor experience. The loss of most of this state park is unacceptable given the increasing need for high quality coastal recreation.

Because cut and fill would destabilize steep canyons, and because mitigation measures are inadequate, erosion would alter the sediment formations that create the world famous waves at Trestles Beach, putting them in jeopardy. Water quality is excellent today, but may not remain so if the toll road is built.

Alternatives that save the park and its rare coastal habitats are available and practical. The good news is that the toll road agency grossly overestimated the number of structures that would be displaced by Interstate-5 improvements. These improvements are as good or better than the toll road for congestion relief.

Please reject the consistency application and protect the coast - according to the law - for generations to come.

Signature on File —

Sincerely,

Jim Ratzer, ~~Martha Ratzer~~, ~~Mark Ratzer~~, Lauren Ratzer, Laine Ratzer, Claire Ratzer

RECEIVED

OCT 03 2007

CALIFORNIA
COASTAL COMMISSION

Agenda item # 19
Thurs., Oct. 11, '07

October 1, 2007

California Coastal Commission
Headquarters
45 Fremont Street
San Francisco, CA 94105-2219

Dear Staff:

I would greatly appreciate it if the attached commentary regarding the proposed route for a toll road extension which would go through San Onofre State Beach were given to each of the decision-makers and appropriate staff members.

Signature on File

Ray E. Williams
Box 50-PMB 197
Lake Arrowhead, CA 92352
909/337-0142
bakbayray@verizon.net

Michael Bullock
1800 Bayberry Drive
Oceanside, CA 92054
760-754-8025

October 6, 2007

California Coastal Commission
45 Fremont Street
San Francisco, CA 94105

Subject: Reasons to not approve SR 241 & your responsibility regarding global warming

California Coastal Commission Staff:

Please copy and distribute this letter so as to support you and the Commission in your deliberations regarding transportation in California and in particular SR 241.

California Coastal Commission Chairman Kruer and Members of the Commission:

No one has shown the need for the proposed SR 241. Knowledge of true economic need implies that it is known that there are enough potential users that are willing to pay enough to use the facility so that it is profitable to build the facility. The fact that I-5 is often congested does not indicate an economic need for more lanes. The demand for a subsidized commodity often exceeds its supply. This does not mean that the supply should be increased.

No one has ever explained why California should make it artificially cheap to drive a car. For this and many other reasons, our state should transition to having a transportation system where "freeways" are instead toll-roads, with the goal being to price them at full cost. "Full cost" here means enough so that investors would be willing to buy the "freeways" for a price sufficient to cover both the construction costs and the land value and would then be content to earn the "full cost" fares. It is highly probable that if highway users paid full cost, none of our large, freeway-type highways would ever be anywhere near capacity. As a practical matter we are stuck with our economic boondoggle superhighways we call "freeways". We should convert them to toll roads operated by the state. We should compute the full cost fare and then charge enough to maximize our earnings. It is highly probable that the amount charged to maximize earnings would fall well below that needed to justify building these facilities.

If all superhighway, toll road users paid either full cost or an amount to simply maximize earnings, Californians could have less property, sales, and income tax; less gas tax; and no state bonds for freeways. Just like the land under housing, retail, job centers, railroads, and electrical transmission lines; toll roads should be required to pay a property tax. Large superhighways are not parks and they are not schools. They should be considered investments that attempt to make profits. Since superhighways consume large amounts of expensive land, and thus reduce the opportunity for the

construction of other property-tax-producing developments, the property tax paid by these superhighway toll roads should be substantial.

California has many good reasons to encourage people to use alternatives to the automobile. But the reality is that it does not need to do this if it would just stop encouraging people to drive by having and allowing a system of heavily subsidized superhighways and car parking.

The choice to use superhighway, "freeway" lanes competes with other choices such as living close to work, bicycling, car pooling, and using transit. If superhighways were not subsidized, they could be privately owned and operated for profit, as are other items in our economic system. Then, engineers and investors could earn money solving our mobility problems. It may then become true that such transportation advances as automated guide-way transit (AGT) could be built and operated, for profit.

Since you are being asked to approve highway lanes, you should know that each lane's carrying capacity is only around 1800 cars per hour. This maximum occurs, assuming average conditions, at a speed of around 35 miles per hour. Please compare this with heavy rail, which can carry 40,000 passengers per hour.

No one knows the exact form, or mode-choice mix a free market for transportation would take. However, we know that the sectors of any economy, that are not market driven, suffer shortages, lack of innovation, and waste. Transportation in California is a prime example of this. When it comes to transportation, Californians need to be reminded that the free market is the best mechanism to allocate resources to meet needs.

Unlike Caltrans, you have a chance to be objective and therefore make recommendations that could literally save California billions of dollars and countless lives. You must be brave. You are in a position where, to do your job, you actually have no other choice, for the following reasons.

You undoubtedly have heard by now that many people are saying that the world's use of carbon-based fuels will, if left unchecked, melt the ice on Greenland and Antarctica. If this happens, it will be a human catastrophe.

According to Al Gore's book, *Inconvenient Truth*, melting the ice on Greenland alone will raise the level of the oceans by 20 feet. Melting the ice on the western section of Antarctica will raise the oceans by another 20 feet. This would destroy the coast of California, as we know it.

Your job is to preserve the coast of California. Therefore please form your own opinion about global warming.

Governor Schwarzenegger has signed into law a requirement for green house gas reductions. However, he also placed on the ballot a bond measure, that was approved and that will, unless stopped by a subsequent state ballot measure, fund a huge number of additional freeway lanes. This is an environmental disaster that must be stopped. In order to meet our required greenhouse gas reductions, we must drive less, not more.

Since all of the tenets of Al Gore's book are true, please recommend strong action by the state of California. **Please recommend that our state adopt a set of public policies so that neither driving a car nor parking a car is subsidized, either by the government or by any private institution.** Please recommend these changes as soon as possible and at every opportunity.

If our actions regarding global warming are insufficiently strong, the outcome will be a catastrophe for both the coast of California and the people in California. You have an important role to play. I am asking that you please recognize your responsibility and take the actions that have the best chance of heading off this disaster. **Please disapprove SR 241 and recommend that the state adopt laws and policies to stop all subsidies to automobile use, as described above.**

Signature on File

Mike Bullock

01/17/2008

Patrick Krueger, Chair
California Coastal Commission
45 Fremont Street Suite 2000
San Francisco, CA 94105-2219

RECEIVED
JAN 17 2008
CALIFORNIA
COASTAL COMMISSION

Dear Mr. Krueger:

San Onofre State Beach is one of California's most visited State Parks, with over two million visitors to the beach portion each year, and over one hundred and sixty thousand visitors to the park's two campgrounds.

There are many reasons for the popularity of this beach and park. Since it was recognized as a State Beach in 1971, San Onofre has attracted surfers with its outstanding surf, quiet, accessible inland campground (in close proximity to the beach), and an environment that offers Southern California families the opportunity to experience the coast and nature in the middle of an otherwise overwhelmingly urban area.

The Transportation Corridor Agencies (TCA) plan to build a toll road right through the middle of the park will ruin that for all of us, and for generations to come. We urge you to vote to stop this damaging proposal when it comes before you in October.

Earlier this year, the mainstream environmental organization, American Rivers, declared San Mateo Creek to be the second most "Endangered Waterway" in the United States, specifically because of the proposed toll road. This creek is the home of several species of fish, including the endangered steelhead trout, arroyo chub, and unarmored threespine stickleback. Even the TCA's own engineers admit that construction of the road would require enormous changes in the surrounding land, and to the creek itself, forever altering the natural water flow and sediment of the creek. Such changes cannot help but affect wildlife and plants in the area, as well as the world-class surf at Trestles and the quality of the park in general.

In the final analysis, you must decide if the benefits of the toll road outweigh the damage that it will do to this important coastal wildlife and camping resource.

In my opinion they are not, and I hope that you too, in your capacity as protectors of our coastline, will come to share that opinion.

Sincerely,

Stacy Devlin
3249 Chicago Street
San Diego, CA 92117

01/17/2008

Governor Arnold Schwarzenegger
State Capitol
Sacramento, CA 95814

Dear Governor Schwarzenegger:

I am writing in response to your letter to the California Coastal Commission, urging them to support the Toll Road through the San Onofre State Park and Beach.

I strongly oppose your decision, and the toll road that will destroy California's fifth most visited state park.

Voters established the Coastal Commission to be independent and nonpolitical, and decide on the future of our coast based on the facts and the law.

San Onofre State Beach gets over two million visitors to the beach portion each year, and over one hundred and sixty thousand visitors to the park's two campgrounds.

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It is disturbing that as our Governor you have decided to improperly inject politics to what should be decision based on facts and laws. I hope that in the future you will not interfere with

independent and nonpolitical commissions so they can do their jobs and fairly represent California's best interest, not yours.

Sincerely,

Stacy Devlin
3249 Chicago Street
San Diego, CA 92117

Cc: Patrick Kruer; Mark Delaplane

From the desk of ... **Edwin A. Karlow**

5185 Heatherton Lane
Riverside, CA 92505
909-689-3380
ed.marilyn.karlow@sbcglobal.net

2008 January 15

Patrick Kruer, Chair
California Coastal Commission
45 Fremont Street Suite 2000
San Francisco, CA 94105-2219

Dear Mr. Kruer:

I am writing to oppose the destruction of San Onofre State Beach with the construction of an extension to the 241 toll road.

My wife and I have been California residents for nearly 30 years, and regular campers in the California State Park system. We have camped many times at the San Mateo loops of San Onofre State Beach—exactly where the proposed extension of the 241 toll road would go and obliterate that campground and the beach strand associated with it.

Despite the hullabaloo over the State budget and proposed closing of some 48 State parks, losing San Onofre State Beach to a commercial venture, even if the toll road appears to be a benefit to the citizens of the State, would be a travesty and must be stopped.

Signature on File

Edwin A. Karlow, PhD

Copy To Patrick Bruer
Mark Delaplane
FAX 415-904-5400

RECEIVED

Governor Arnold Schwarzenegger
FAX 916 558-3160
State Capitol Sacramento, CA 95814

JAN 18 2008

1-18-08

CALIFORNIA
COASTAL COMMISSION

Dear Governor Schwarzenegger:

I am writing in response to your letter to the California Coastal Commission, urging them to support the Toll Road through the San Onofre State Park and Beach.

I strongly oppose your decision, and the toll road that will destroy California's fifth most visited state park. Voters established the Coastal Commission to be independent and nonpolitical, and decide on the future of our coast based on the facts and the law.

San Onofre State Beach gets over two million visitors to the beach portion each year, and over one hundred and sixty thousand visitors to the park's two campgrounds.

There are many reasons for the popularity of this beach and park. Since it was recognized as a State Beach in 1971, San Onofre has attracted surfers with its outstanding surf, quiet, accessible inland campground (in close proximity to the beach), and an environment that offers Southern California families the opportunity to experience the coast and nature in the middle of an otherwise overwhelmingly urban area.

The Transportation Corridor Agencies (TCA) plan to build a toll road right through the middle of the park will ruin that for all of us, and for generations to come. We urge you to vote to stop this damaging proposal when it comes before you in October.

Earlier this year, the mainstream environmental organization, American Rivers, declared San Mateo Creek to be the second most "Endangered Waterway" in the United States, specifically because of the proposed toll road. This creek is the home of several species of fish, including the endangered steelhead trout, arroyo chub, and unarmored threespine stickleback. Even the TCA's own engineers admit that construction of the road would require enormous changes in the surrounding land, and to the creek itself, forever altering the natural water flow and sediment of the creek. Such changes cannot help but affect wildlife and plants in the area, as well as the world-class surf at Trestles and the quality of the park in general. It is disturbing that as our Governor you have decided to improperly inject politics to what should be decision based on facts and laws. I hope that in the future you will not interfere with independent and nonpolitical commissions so they can do their jobs and fairly represent California's best interest, not yours.

Sincerely,

Signature on File



DATE : 1-17-08

JOB #:

SUBJECT : Toll Road Support

RECEIVED

JAN 18 2008

CALIFORNIA
COASTAL COMMISSION

Governor Arnold Schwarzenegger
State Capitol
Sacramento, CA 95814

Dear Governor Schwarzenegger:

I am writing in response to your letter to the California Coastal Commission, urging them to support the Toll Road through the San Onofre State Park and Beach. I strongly oppose your decision, and the toll road that will destroy California's fifth most visited state park. Voters established the Coastal Commission to be independent and nonpolitical, and decide on the future of our coast based on the facts and the law. San Onofre State Beach gets over two million visitors to the beach portion each year, and over one hundred and sixty thousand visitors to the park's two campgrounds. There are many reasons for the popularity of this beach and park. Since it was recognized as a State Beach in 1971, San Onofre has attracted surfers with its outstanding surf, quiet, accessible inland campground (in close proximity to the beach), and an environment that offers Southern California families the opportunity to experience the coast and nature in the middle of an otherwise overwhelmingly urban area. The Transportation Corridor Agencies (TCA) plan to build a toll road right through the middle of the park will ruin that for all of us, and for generations to come. We urge you to vote to stop this damaging proposal when it comes before you in October. Earlier this year, the mainstream environmental organization, American Rivers, declared San Mateo Creek to be the second most "Endangered Waterway" in the United States, specifically because of the proposed toll road. This creek is the home of several species of fish, including the endangered steelhead trout, arroyo chub, and unarmored threespine stickleback. Even the TCA's own engineers admit that construction of the road would require enormous changes in the surrounding land, and to the creek itself, forever altering the natural water flow and sediment of the creek. Such changes cannot help but affect wildlife and plants in the area, as well as the world-class surf at Trestles and the quality of the park in general.

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Sincerely, David Fischer

Cc: Patrick Kruer; Mark Delaplane



THE OAKS FARMS

THE OAKS

PO Box 1453 • San Juan Capistrano • California • 92693
(949) 493-3003 • (949) 240-2405 • FAX 493-1856

January 17, 2008

Mr. Peter Douglas
Executive Director
California Coastal Commission
45 Fremont Street, Ste 2000
San Francisco, CA 94105

Dear Peter,

I was saddened to learn that Governor Arnold Schwarzenegger had given his support to the controversial proposed Foothill-South (241) Toll Road extension in southern Orange County. The Transportation Corridor Agencies have admitted publicly that this 16-mile extension will not solve the traffic problems on the Interstate 5, as they still must not only widen the 5, but make other improvements as well in order to ease the gridlock. To move forward with this project at this time would cause irreparable damage to our state's cultural, historical and natural resources.

Furthermore, the plans for this toll road were conceived over fifty years ago on projections that Orange County's population would grow by 500,000 by 2020. These projections may no longer be applicable. Given the slowing economy, California's depressed housing market, and the extended drought and anticipated water shortage, the Foothill-South (241) Toll Road extension needs further study.

In order to relieve traffic congestion, we should move ahead with alternative solutions such as extending La Pata Avenue at Ortega Highway in San Juan Capistrano south one half mile through the Prima Deshecha Landfill to connect with La Pata Avenue in San Clemente.

No project deserves the special treatment this toll road has gotten. The precedent that would be set by the manipulation of State laws for its development would be devastating for California's State Parks. Furthermore, it would also encourage developers to create more urban sprawl in fire prone canyons and forests.

I urge you to support The Costal Commission's staff report and request additional time to study alternative solutions to the Foothill-South (241) Toll Road extension.

Signature on File

Joan Irvine Smith

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RECEIVED

JAN 18 2008

CALIFORNIA
COASTAL COMMISSION

1873 Wilstone Avenue
Leucadia, CA 92024
January 18, 2008

Patrick Krueer, Chair
California Coastal Commission
45 Fremont Street Suite 2000
San Francisco, CA 94105-2219

Dear Mr. Krueer:

San Onofre State Beach is one of California's most visited State Parks, with over two million visitors to the beach portion each year, and over one hundred and sixty thousand visitors to the park's two campgrounds. There are many reasons for the popularity of this beach and park. Since it was recognized as a State Beach in 1971, San Onofre has attracted surfers with its outstanding surf, quiet, accessible inland campground (in close proximity to the beach), and an environment that offers Southern California families the opportunity to experience the coast and nature in the middle of an otherwise overwhelmingly urban area.

The Transportation Corridor Agencies (TCA) plan to build a toll road right through the middle of the park will ruin that for all of us, and for generations to come. We urge you to vote to stop this damaging proposal when it comes before you in October.

Earlier this year, the mainstream environmental organization, American Rivers, declared San Mateo Creek to be the second most "Endangered Waterway" in the United States, specifically because of the proposed toll road. This creek is the home of several species of fish, including the endangered steelhead trout, arroyo chub, and unarmored threespine stickleback. Even the TCA's own engineers admit that construction of the road would require enormous changes in the surrounding land, and to the creek itself, forever altering the natural water flow and sediment of the creek. Such changes cannot help but affect wildlife and plants in the area, as well as the world-class surf at Trestles and the quality of the park in general.

In the final analysis, you must decide if the benefits of the toll road outweigh the damage that it will do to this important coastal wildlife and camping resource.

In my opinion they are not, and I hope that you too, in your capacity as protectors of our coastline, will come to share that opinion.

Signature on File

Fred O. Barthold

Signature on File

Iris H. Peterson

January 17, 2008

Mr. Patrick Kruer, Chair
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

RECEIVED

JAN 18 2008

CALIFORNIA
COASTAL COMMISSION

cc: Mark Delaplaine

Dear Mr. Kruer:

I write today to express my strong opposition to Orange County's Foothill-South Freeway that would destroy San Onofre State Park and the world-class surfing experience at Trestles Beach.

It is crucial to preserve unspoiled stretches of surfing coastline such as this that signify the best of the natural splendor that California has to offer. The Foothill South Toll Road would cut a few minutes from the commute times for a select few at the price of destroying one of Southern California's most prized beaches, public open spaces, and wilderness surfing environments.

Both the park and Trestles Beach bring in substantial business and tax revenue from millions of tourists who come to experience California's natural coastline. The Toll Road project runs the risk of altering the natural sediment flow of San Mateo Creek, and in turn damaging the waves at Trestles Beach. Polluted runoff could also negatively impact the pristine water quality, and the road will significantly diminish the beauty and integrity of a coastal state park.

Finally, the road will set a dangerous precedent for our State Park system. What's the point of designating parkland if developers and politicians are allowed to recklessly bypass laws protecting such areas?

I respectfully urge you to consider other transportation alternatives to running a toll road through the middle of a state park and endangering an unspoiled stretch of the California coast. People travel from across the globe to visit these world-class waves in a pristine environment. Nobody will ever come to California to visit a freeway built through a state park.

Please protect the natural coastline of California and vote "no" on the Foothill-South Toll Road.

Signature on File

Michael Gerard
33092 Ocean Ridge
Dana Point, CA 92629

Friday, January 18, 2008

Patrick Kruer, Chair
California Coastal Commission
45 Fremont Street Suite 2000
San Francisco, CA 94105-2219

RECEIVED
JAN 18 2008
CALIFORNIA
COASTAL COMMISSION

Dear Mr. Kruer:

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The Transportation Corridor Agencies (TCA) plan to build a toll road right through the middle of the park will ruin that for all of us, and for generations to come. We urge you to vote to stop this damaging proposal when it comes before you.

Earlier this year, the mainstream environmental organization, American Rivers, declared San Mateo Creek to be the second most "Endangered Waterway" in the United States, specifically because of the proposed toll road. This creek is the home of several species of fish, including the endangered steelhead trout, arroyo chub, and unarmored threespine stickleback. Even the TCA's own engineers admit that construction of the road would require enormous changes in the surrounding land, and to the creek itself, forever altering the natural water flow and sediment of the creek. Such changes cannot help but affect wildlife and plants in the area, as well as the world-class surf at Trestles and the quality of the park in general.

In the final analysis, you must decide if the benefits of the toll road outweigh the damage that it will do to this important coastal wildlife and camping resource.

In my opinion they are not, and I hope that you too, in your capacity as protectors of our coastline, will come to share that opinion.

Signature on File

Adrienne R. Stillwell
2010 Silverado Street
San Marcos, CA 92078

Friday, January 18, 2008

Governor Arnold Schwarzenegger
State Capitol
Sacramento, CA 95814

RECEIVED

JAN 18 2008

CALIFORNIA
COASTAL COMMISSION

Dear Governor Schwarzenegger:

I am writing in response to your letter to the California Coastal Commission, urging them to support the Toll Road through the San Onofre State Park and Beach.

I strongly oppose your decision, and the toll road that will destroy California's fifth most visited state park.

Voters established the Coastal Commission to be independent and nonpolitical, and decide on the future of our coast based on the facts and the law.

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It is disturbing that as our Governor you have decided to improperly inject politics to what should be decision based on facts and laws. I hope that in the future you will not interfere with independent and nonpolitical commissions so they can do their jobs and fairly represent California's best interest, not yours.

Signature on File

Adrienne R. Stillwell

2010 Silverado Street

San Marcos, CA 92078

RECEIVED

January 18, 2008

JAN 18 2008

CALIFORNIA
COASTAL COMMISSION

Governor Arnold Schwarzenegger
State Capitol
Sacramento, CA 95814

Dear Governor Schwarzenegger:

I am writing to strongly urge you to retract your support of the Toll Road through the San Onofre State Park and Beach, California's fifth most visited state park, and one that gets over two million visitors to the beach portion each year, and over one hundred and sixty thousand visitors to the park's two campgrounds.

The Transportation Corridor Agencies (TCA) plan to build a toll road right through the middle of the park will ruin that for generations to come. Especially in view of your support for energy conservation and public transit in this State, which has helped keep California in the forefront of the battle against global climate change, I find it disturbing that you should wish to destroy our heritage in return for more highways, which we all know encourages the dependence of Californians on road transport to continue.

San Mateo creek is the home of several species of fish, including the endangered steelhead trout, arroyo chub, and unarmored three-spine stickleback. Even the TCA's own engineers admit that construction of the road would require enormous changes in the surrounding land, and to the creek itself, forever altering the natural water flow and sediment of the creek. Such changes cannot help but affect wildlife and plants in the area, as well as the world-class surf at Trestles and the quality of the park in general.

Many independent thinkers in this State find that they can support you in a lot of the positions you take. I hope that you do not continue to try to influence the Coastal Commission to base their decision on profit-oriented policies rather than on their mandated protection of our world-renowned coastline.

Signature on File

Alison Shilling

Cc: Patrick Kruer; Mark Delaplane



Pamela Panattoni

19661 Marsala Drive, Yorba Linda, California 92886

714.970.7292 • Ppanattoni@aol.com • www.studiopanattoni.net

21 January 2008

Patrick Kruer, Chair
California Coastal Commission
45 Fremont Street Suite 2000
San Francisco, CA 94105-2219

Subject: Toll Road 241 Extension

Dear Mr. Kruer:

San Onofre State Beach is a rare and treasured place in Orange County, a place beloved by a huge cross section of residents from Southern California. It always feels like going back in time to be entering this State Park. It is the simplicity and extreme beauty of the beach and park that makes it an incomparable setting in our over-crowded environment.

I am an artist/painter and my husband and family are surfers. We all love being at San Onofre, and make plans to spend time there whenever we can.

I am completely opposed to the proposed extension of the 241 Toll Road and the negative impact it would have on this amazing place. I am so discouraged that we in Orange County and Southern California continually have to endure the negative impacts on our quality of life in the name of progress.

Please do not allow more degradation of our coastline and overall environment with this proposed 241 Toll Road. Please vote to protect Trestles and San Onofre as the treasures that they are.

Signature on File

Pamela Panattoni

• Celebrating California's landscape through painting •

**WILD HERITAGE PLANNERS**

1301 North Hancock Place
Anaheim, California 92807
Email: JackEidt@yahoo.com
<http://wildheritageplanners.com/>
Office Telephone: 323 257 0383
Mobile: 714 501 8262

RECEIVED
JAN 22 2008
CALIFORNIA
COASTAL COMMISSION

January 18, 2008

Governor Arnold Schwarzenegger
State Capitol
Sacramento, CA 95814

RE: OPPOSITION TO THE SR241 TOLL ROAD EXTENSION

Dear Governor Schwarzenegger:

Wild Heritage Planners, an organization dedicated to sustainable environmental planning based in Orange County, strongly opposes your decision to support the Foothill South Toll Road Extension. Spending \$1.2 billion on a toll road for a few sprawling foothill communities that would destroy a state park and wilderness conservancy would also preclude a much needed upgrade of Interstate 5, the existing lifeline between San Diego and Los Angeles. Transportation Corridor Agencies' own traffic studies have shown that by optimizing the I-5 and extending key local arterials, superior traffic relief would be provided for the coming thirty years of growth and development.

As members of the stakeholders committee to the South Orange County Major Investment Study by the OC Transportation Authority, we assert that significant and irreversible environmental effects from this road extension do not justify its questionable utility to the overall transportation network. Studies done by Smart Mobility, Inc. and other traffic engineers illustrate that improvement of I-5 with a community-sensitive design would reduce right-of-way impacts. And in any event, considering the growth of intra-regional traffic, this freeway corridor must be upgraded, smoothing out the curves and grade changes, providing room to underground the LOS-SAN rail corridor so necessary to goods and human movement for the coming decades.

San Onofre State Beach gets over two million visitors to the beach portion each year, and over one hundred and sixty thousand visitors to the park's two campgrounds. The San Mateo Creek is the last free-flowing and undeveloped watershed left between Baja and Ventura County, home to eleven threatened and endangered plant and animal species protected under state and federal law. To consider \$100 million as sufficient mitigation

Governor Schwarzenegger-241 Toll Road

Page - 2

for our lost park, destroyed wildlife habitat, and polluted surf break at Trestles is ludicrous.

Great leaders make the hard choices; financing infrastructure from federal and state sources has been the engine of our economy since Eisenhower established the interstate system. Toll roads are not free, and motorists will be paying for generations because of our politicians' self-interest.

We find it unfortunate that as our Governor you have decided to improperly inject politics into the Coastal Commission decision-making process, which should be based on facts and laws. We hope that in the future you will not interfere with independent and nonpolitical commissions so they can fairly represent California's best interest, not yours.

Signature on File

Jack Eidt

Director of Planning

Wild Heritage Planners

Board Member

OC Friends of Harbors, Beaches, and Parks

Cc: Patrick Kruer; Mark Delaplane

RECEIVED

Governor Arnold Schwarzenegger

JAN 18 2008

January 19, 2008

State Capitol

Sacramento, CA 95814

CALIFORNIA
COASTAL COMMISSION

Sent via fax, 916-558-3160

Cc: Patrick Kruer; Mark Delaplane, (415) 904-5400

Dear Governor Schwarzenegger:

I am writing in response to your letter to the California Coastal Commission, urging them to support the Toll Road through the San Onofre State Park and Beach. I **strongly oppose your decision, and the toll road that will destroy California's fifth most visited state park.**

Voters established the Coastal Commission to be independent and nonpolitical, and decide on the future of our coast based on the facts and the law.

San Onofre State Beach gets over two million visitors to the beach portion each year, and over one hundred and sixty thousand visitors to the park's two campgrounds.

There are many reasons for the popularity of this beach and park. Since it was recognized as a State Beach in 1971, San Onofre has attracted surfers with its outstanding surf, quiet, accessible inland campground (in close proximity to the beach), and an environment that offers Southern California families the opportunity to experience the coast and nature in the middle of an otherwise overwhelmingly urban area.

The Transportation Corridor Agencies (TCA) plan to build a toll road right through the middle of the park will ruin that for all of us, and for generations to come. We urge you to vote to stop this damaging proposal when it comes before you in October.

Earlier this year, the mainstream environmental organization, American Rivers, declared San Mateo Creek to be the second most "Endangered Waterway" in the United States, specifically because of the proposed toll road. This creek is the home of several species of fish, including the endangered steelhead trout, arroyo chub, and unarmored three spine stickleback. Even the TCA's own engineers admit that construction of the road would require enormous changes in the surrounding land, and to the creek itself, forever altering the natural water flow and sediment of the creek. Such changes cannot help but affect wildlife and plants in the area, as well as the world-class surf at Trestles and the quality of the park in general.

It is disturbing that as our Governor you have decided to improperly inject politics to what should be decision based on facts and laws. I hope that in the future you will not interfere with independent and nonpolitical commissions so they can do their jobs and fairly represent California's best interest, not yours.

Sincerely,

Jeff Lindner, registered Republican voter and frequent visitor to San Onofre State Park

2357 N. Bailey St.

Orange, CA 92867

714-283-3814

Patrick Kruer, Chair
California Coastal Commission
45 Fremont Street Suite 2000
San Francisco, CA 94105-2219
Sent via fax, (415) 904-5400

January 18, 2008

RECEIVED

JAN 18 2008

CALIFORNIA
COASTAL COMMISSION

Dear Mr. Kruer:

San Onofre State Beach is one of California's most visited State Parks, with over two million visitors to the beach portion each year, and over one hundred and sixty thousand visitors to the park's two campgrounds.

There are many reasons for the popularity of this beach and park. Since it was recognized as a State Beach in 1971, San Onofre has attracted surfers with its outstanding surf, quiet, accessible inland campground (in close proximity to the beach), and an environment that offers Southern California families the opportunity to experience the coast and nature in the middle of an otherwise overwhelmingly urban area.

The Transportation Corridor Agencies (TCA) plan to build a toll road right through the middle of the park will ruin that for all of us, and for generations to come. *We urge you to vote to stop this damaging proposal when it comes before you in October.*

Earlier this year, the mainstream environmental organization, American Rivers, declared San Mateo Creek to be the second most "Endangered Waterway" in the United States, specifically because of the proposed toll road. This creek is the home of several species of fish, including the endangered steelhead trout, arroyo chub, and unarmored threespine stickleback. Even the TCA's own engineers admit that construction of the road would require enormous changes in the surrounding land, and to the creek itself, forever altering the natural water flow and sediment of the creek. Such changes cannot help but affect wildlife and plants in the area, as well as the world-class surf at Trestles and the quality of the park in general.

In the final analysis, you must decide if the benefits of the toll road outweigh the damage that it will do to this important coastal wildlife and camping resource.

In my opinion they are not, and I hope that you too, in your capacity as protectors of our coastline, will come to share that opinion.

Sincerely,

Jeff Lindner, registered voter and frequent visitor the San Onofre State Park
2357 N. Bailey St.
Orange, CA 92867
714-283-3814

RECEIVED

19 January 2008

JAN 22 2008
CALIFORNIA
COASTAL COMMISSION

Patrick Kruer, Chair
California Coastal Commission
45 Fremont Street Suite 2000
San Francisco, CA 94105-2219

Dear Mr. Kruer:

I write with the greatest of urgency regarding San Onofre State Beach, one of our glorious state's most visited State Parks, with over two million visitors to the beach portion each year, and over one hundred and sixty thousand visitors to the park's two campgrounds.

The reasons for the popularity of this beach and park are numerous. Since it was recognized as a State Beach in 1971, San Onofre has attracted surfers with its outstanding surf, quiet, accessible inland campground (in close proximity to the beach), and an environment that offers Southern California families the opportunity to experience the coast and nature in the middle of an otherwise overwhelmingly urban area. Nothing in the world could be worth losing that forever! It is indeed a rare gem that cannot be lost!

The Transportation Corridor Agencies (TCA) plan to build a toll road right through the middle of the park will ruin that for all of us, and for generations to come. **We urge you to vote to stop this damaging proposal when it comes before you in October.**

Earlier this year, the mainstream environmental organization, American Rivers, declared San Mateo Creek to be the second most "Endangered Waterway" in the United States, specifically because of the proposed toll road. This creek is the home of several species of fish, including the endangered steelhead trout, arroyo chub, and unarmored threespine stickleback. Even the TCA's own engineers admit that construction of the road would require enormous changes in the surrounding land, and to the creek itself, forever altering the natural water flow and sediment of the creek. Such changes cannot help but affect wildlife and plants in the area, as well as the world-class surf at Trestles and the quality of the park in general.

In the final analysis, you must know that the benefits of the toll road outweigh the damage that it will do to this important coastal wildlife and camping resource.

I beg you to do the right thing in your capacity as a protector of our coastline!

Sincerely,

Marcie May
444 Via el Chico
Redondo Beach, CA 90277



January 16, 2008

Mr. Pat Kruer
Chairman
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

Dear Chairman Kruer:

I am writing today to call your attention to the video testimony of more than 500 Californians opposed to the TCA's proposed toll road through San Onofre State Beach.

These videos may be viewed at www.YouTube.com/savesanonofre, and we ask that they be entered into the official Coastal Commission public record.

The videos were collected in just a few short months from people of all ages and all professions from every region of California who are united in strong opposition to the Toll Road through San Onofre State Park. Their concerns range from saving the park's open space and campgrounds to protecting endangered habitats and maintaining the integrity of the waves at Trestles.

California's parks belong to all of us and represent a gift of California's heritage to future generations. The videos express the concerns of not just these 500 people but the views of millions of Californians opposed to the toll road who cannot personally attend the upcoming Coastal Commission hearing.

We kindly ask that you watch some of the videos so that you may be aware of the concerns of citizens throughout California and how deeply they care about this important coastal resource.

Signature on File

Elizabeth Goldstein
California Parks Foundation

CC: Mark Delaplaine

Save San Onofre – Protect California's Parks & Beaches
1215 19th Street, 2nd Floor, Sacramento, CA 95814 / Phone (714) 280-4305 / Fax (916) 737-1809 / www.savesanonofre.com

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